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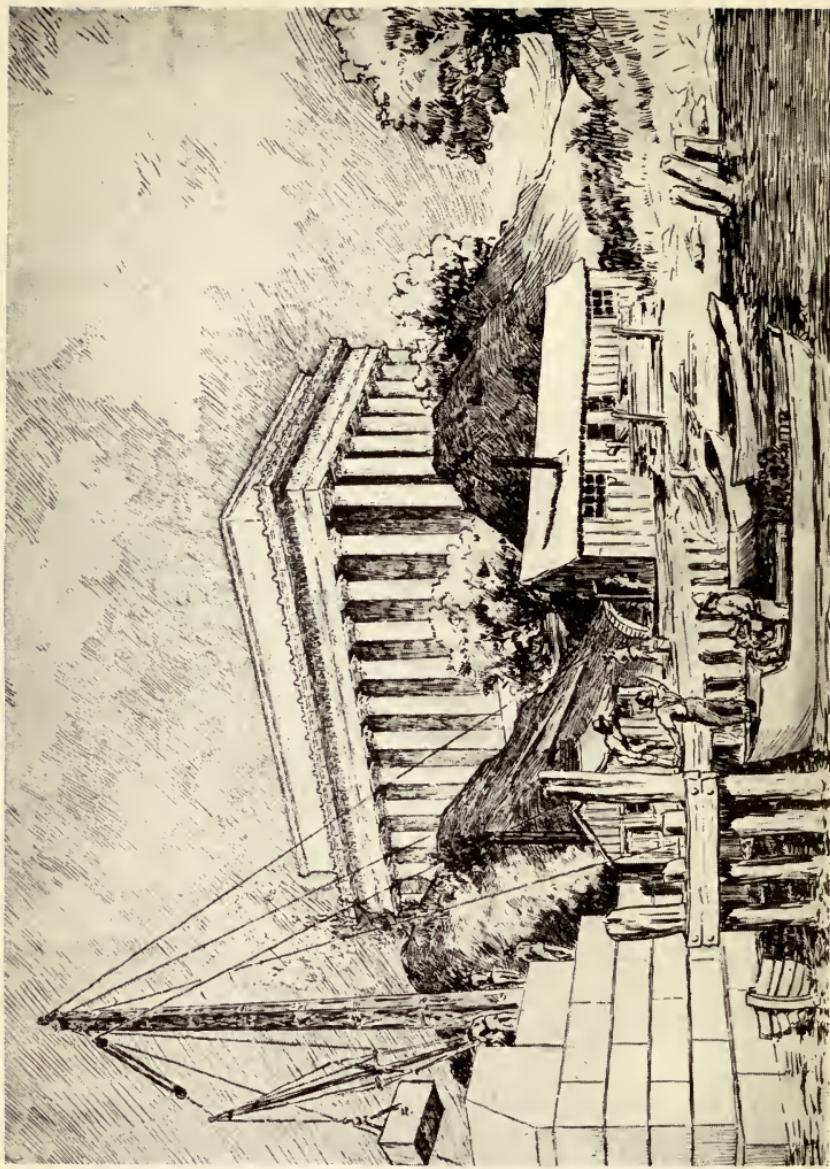


AMERICAN CIVIC ANNUAL



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Building the Arlington Bridge. From a drawing by Abram Garfield

Courtesy National Commission of Fine Arts

AMERICAN CIVIC ANNUAL

A RECORD OF RECENT CIVIC ADVANCE
WITH A LIST OF
WHO'S WHO IN CIVIC ACHIEVEMENT

EDITED BY
HARLEAN JAMES
Executive Secretary
American Civic Association

VOL. II

AMERICAN CIVIC ASSOCIATION, INC.
MEMBER FEDERATED SOCIETIES ON PLANNING AND PARKS
UNION TRUST BUILDING, WASHINGTON, D. C.

1930

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Union Trust Building Washington, D. C.

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FOREWORD

By FREDERIC A. DELANO, *President American Civic Association*

IN PUBLISHING the second volume of the American Civic Annual, the American Civic Association renews its purpose of presenting to its membership and friends an outline of what is going on all over the country in the way of intelligent guardianship of our physical resources, and an appreciation in the use of them. Largely through the efforts of Miss Harlean James, the Executive Secretary, our first volume, published a year ago, has met with an enthusiastic reception. We believe that, as the years go by, there is no reason why that appreciation should not continue to show itself. It is admittedly true that it is better to let those who are interested in the actual work of this many-sided undertaking tell their own story than for us at headquarters to attempt to tell it for them.

The subjects this year come under four main topical heads, as follows:

1. **THE NATION AS A WHOLE**, including **NATIONAL PARKS**, **THE HOUSING PROBLEM**, and **THE FEDERAL CITY**, with articles by 30 contributors.
2. **REGIONAL PLANNING PROGRESS**, with articles by 5 contributors.
3. **WORK IN THE STATES**, including **STATE PLANNING AND PARKS**, **FAIR HIGHWAYS**, **STATE CAPITOLS**, and **ROADSIDE IMPROVEMENT**, with articles by 16 contributors.
4. **PROGRESS IN THE CITIES AND TOWNS**, including **PLANNING**, **CIVIC IMPROVEMENT**, **NOTABLE PUBLIC STRUCTURES**, and **PLANNED COLLEGE CAMPUSES**, with articles by 26 contributors.

I leave it to the recipients of this volume to decide whether or not we have succeeded in our purpose.

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The Association renders a CIVIC INFORMATION SERVICE to its members and subscribers. Questions relating to civic improvement, city, State, regional, rural, and National planning; parks, zoning; roadside improvement and land planning and uses are answered.

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THE NATION

OUR NATIONAL PARKS

A Review of National Park Developments During 1930

By HORACE M. ALBRIGHT, Director National Park Service

EDITOR'S NOTE.—As one of the earliest and most important projects of the American Civic Association was the movement headed by Dr. J. Horace McFarland to set up a National Park Bureau, it is appropriate that the American Civic Annual should present to its readers the personal statement of the Director of the National Park Service, Mr. Horace M. Albright, giving an outline of activities during the first year of his service as Director. Mr. Albright has brought to the Directorship long experience with the problems of National Parks in the field and a wide knowledge of National Park uses and possibilities.

IT IS interesting to review the work of the National Park Service since the issuance of the 1929 American Civic Annual. During the year that has elapsed I spent six months in the field, for the dual purpose of getting in close personal touch with the problems confronting the various park superintendents and of testing the adequacy of accommodations furnished our visitors. I was exceedingly fortunate, during approximately a month of that time, in having with me Hon. Ray Lyman Wilbur, Secretary of the Interior, who visited five of the National Parks. On the last day of their visit to Yellowstone National Park, Secretary and Mrs. Wilbur held a unique reception at the Buffalo Ranch, at which they met the National Park executives and their wives, and formally opened the Superintendents' Conference. This interesting contact was a source of inspiration and stimulation to our field personnel.

While no new parks were added to the system during the fiscal year ended June 30, 1930, a definite step toward final consummation of the Great Smoky Mountains National Park project was made early in February, when the Governors of the States of Tennessee and North Carolina presented the Secretary of the Interior with deeds to slightly over 150,000 acres of land in the proposed park area. With the States interested already in possession of an additional 50,000 acres, and condemnation proceedings under way for about three times that amount, and with funds available for the purchase of the remaining

lands in the proposed park area, it should not be long before the Great Smoky Mountains National Park becomes an actuality.

Regarding the status of the Mammoth Cave Park project, the Governor of Kentucky has recently signed a State act providing funds for the acquisition of the necessary lands. Previous to this, the Mammoth Cave National Park Association had obtained donations of money and property for this purpose with a total valuation of over a million dollars. This project is very near completion, and is especially interesting from the historical standpoint because of the proximity of the Cave to the birthplaces of Abraham Lincoln and Jefferson Davis.

There was one increase in the National Monument system through the establishment by congressional enactment of the George Washington Birthplace National Monument, at Wakefield, Va. This marks definitely the entrance of the National Park Service into the field of preservation of historic areas.

Studies were made during the year of the proposed National Park in the Everglades region of Florida, as directed by Congress, and of several proposed adjustments of existing park boundaries. Important in this category was the detailed study of the Yellowstone boundary problem made by a special commission appointed for this purpose by President Hoover. At this writing, reports of these investigations have not been made available. The Wallowa proposed park area in Oregon also was studied, and reports on it are now in course of preparation.

Report of the establishment of the Grand Teton National Park, the twenty-first member of the system, was made in last year's Annual. This area was dedicated to public use on July 29 by the National Editorial Association, which had been holding its annual convention in Cheyenne, Wyo. Governor Emerson presented the Park to the Nation on behalf of the people of Wyoming, in whose State it is located.

Perhaps the greatest expansion that occurred in any one particular line of endeavor was the development of facilities for the public to take advantage of the exceptional opportunities afforded in the National Parks to acquaint themselves with those phases of natural history of which the parks are living museums. The attendance at lectures and guided trips showed such an increase that it became imperative to enlarge our park naturalist forces to meet the public demand. Several hundred

visitors at times desired to attend a single field trip planned for about twenty-five or thirty individuals, and the lectures at the campfires and hotels were similarly attended. It was estimated that more than half a million people heard these educational talks throughout the parks during the summer season. And nearly that many people used the Yosemite Museum alone. Having once interested our visitors in learning about the parks, it is impossible now to stop them! So it is up to us to increase our personnel and facilities, to keep up with our nature-minded visitors. Congress, in the pending Interior Department appropriations bill, has doubled the funds available for educational work.

Park road development was continued on a larger scale than ever before, under the new program contemplating an expenditure of \$51,000,000 on roads and trails in the National Parks and Monuments over a ten-year period. The Zion-Mount Carmel Highway in southwestern Utah, which will be open to travel this coming summer, has been called "the most spectacular feat of highway construction ever undertaken," due to the stupendous construction difficulties encountered. It is built in part through the solid rock wall of a side canyon, with great windows or galleries giving light and air and superb views. Trail work also went on apace. Having completed the construction and reconstruction of the great Kaibab Trail leading from rim to rim of the Grand Canyon of the Colorado, by means of the new suspension bridge across the Colorado River, the Service is now rebuilding the historic old Bright Angel Trail into the canyon.

To do all this, of course, has required increasingly large funds. But the Bureau of the Budget and Congress have recognized the need for the work we are doing, and have been as generous as possible. During the current year the National Park Service received appropriations amounting to \$7,595,940, or \$2,841,925 more than was available in the 1929 fiscal year. During the present year we have authority to enter into contractual obligations for road work up to \$2,500,000, against a contractual authority of \$4,000,000 last year, and also to enter contractual agreements for the purchase of private lands within existing parks and monuments up to an additional sum of \$2,750,000, conditional on securing equal donations from

private sources. This program of private-land acquisition is the most forward step taken in perfecting the National Park system, and the people of the United States will owe an everlasting debt to those contributors upon whose generosity the final success of this program will depend.

The Interior Department appropriations bill for the next fiscal year is now pending in Congress. It contains still further increases. The total cash appropriation is \$8,070,935, with contractual authority to a total of another \$2,500,000 for roads. Special provision is made for giving further protection to the park forests from the menace of fire and insect blight. Authority is also given, for the first time, for the employment of specialists and experts to investigate lands proposed for park and monument purposes.

Under the funds appropriated and the authority for obligation given, work on the acquisition of private lands has been going on during the year. There are over 65,000 acres of land inside park and monument boundaries in private hands.

In closing, I want to mention briefly the interesting news that has come to us recently regarding National Park development abroad. Especially interesting was the dedication of the Albert National Park in the Belgian Congo, at which the King of the Belgians paid tribute to the National Parks of the United States. From the far-off Malay States, from Japan, from the Union of South Africa, from Scotland, Canada, and various countries of South America has come word of national parks created or contemplated. From Poland we have received the first annual report on Polish national parks, printed partly in the native language and partly in English. In speaking of one park, the report states:

In accordance with the great motto written above the entrance gate to the Yellowstone National Park, "For the Benefit and Enjoyment of the People," the Tatras are fulfilling their great task, not only with regard to the present generation but with regard to all future generations of our country; the scientist will be able to study here primitive nature; the artist will find inspiration for beauty; and the tourist will get acquainted and will learn to love this most wonderful spot of Poland, whereas numerous throngs of Polish citizens, arriving here for their vacations, will find a source of health and rest.

So, in creating and protecting its National Park system, the United States has given inspiration not only to its own citizens, but to the world at large. It is a happy thought.

Yosemite Timber Lands Saved

By W. B. LEWIS, Assistant to the Director, National Park Service

EDITOR'S NOTE.—Forty years ago the United States Government took over the Yosemite as a National Park, but at that time it was obliged to accept the public holdings only. The private property within the Park has caused recurrent agitations and, indeed, incited unjustified attacks upon the National Park Service. Mr. Lewis, in this article, tells how 12,000 acres of fine timber land has finally been brought into the Park.

ON MARCH 28, 1930, following negotiations extending over a period of two years, documents were signed by which 12,000 acres of privately owned timber land in and immediately adjacent to the Yosemite National Park, in California, started definitely on the way to public ownership. These timber holdings include extraordinary stands of sugar and yellow pine. Here will be preserved as an outstanding museum exhibit a living forest of California's greatest trees next to the giant sequoia or "big tree" itself.

This deal represents the first substantial accomplishment in the plan approved a year ago by Congress to eliminate private land holdings in the National Parks. Its consummation brings again to public ownership the finest of the virgin sugar and yellow pine forests in the Park, and permits the addition to the Park of other stands equally fine. It marks also discontinuation in the Park of lumbering operations which have presented so serious a problem of park administration and protection for the past twenty years. To the interest and generosity of John D. Rockefeller, Jr., goes a quantum of credit for the successful conclusion of the transaction which, but for his pledge of financial coöperation, could not have been accomplished at this time.

In 1904, by authority of Congress, a Commission was appointed by the Secretary of the Interior, to make a study of the land situation in the Park and to make appropriate recommendations to Congress. This Commission, after a study on the ground, recommended delimitation of the Park boundaries so as to exclude some 400 square miles containing 30,000 acres of the 50,000 acres of private land in the Park as it then existed, advocating, however, at the same time, that the public lands eliminated from the Park be made available as bases for ex-

change of the private lands remaining within the new boundaries. In 1905, Congress acted upon these recommendations to the extent of revising the boundaries but failed to provide for the exchange feature.

In 1911, the Yosemite Lumber Company, which had extensive timber holdings within the Park, began cutting operations in the Sierra National Forest adjoining the Park. It was at once evident that some means must be found for preserving the timber along the Wawona Road, the main traveled highway in the Park, all of which timber was owned by the Yosemite Lumber Company and subject to cutting. Accordingly, in 1912, Congress authorized the Secretary of the Interior to exchange Government-owned timber in the Park for privately owned lands and timber of equal value, and during the succeeding ten years a number of exchanges were consummated by which the privately owned timber along the Wawona Road and at other important locations was acquired in exchange for Government timber of equal value less strategically located.

In 1924, cutting operations were transferred to the area in the vicinity of the Merced and Tuolumne Groves of Big Trees, where both inside and outside of the Park boundaries the Yosemite Lumber Company also had extensive timber holdings and where there were also large holdings owned by the White and Friant Lumber Company, a non-operating concern. These two ownerships were so badly intermingled that it soon became evident that unless the Yosemite Lumber Company could purchase the holdings of the White and Friant Company, its lumbering operations would be economically impracticable. Inability of these two concerns to agree on prices finally resulted in the closing down of active operations by the Yosemite Lumber Company at the end of 1927.

During the period of cessation of cutting operations in 1928, Mr. Rockefeller, after having a representative visit the Park, became interested in the saving of these particularly fine stands of timber and directed his efforts toward the acquisition of the White and Friant lands, both inside and outside of the Park, with a view to utilizing those lands lying outside of the Park for exchange for Yosemite Lumber Company lands within the Park, and holding the lands so acquired for eventual transfer to the Government. In the very midst of these negoti-

ations, however, the White and Friant lands were suddenly sold to a third party, the Sugar Pine Lumber Company, headed by Arthur H. Fleming, of Los Angeles, who also later bought the entire Yosemite Lumber Company holdings, thereby acquiring a practical operating unit of nearly 30,000 acres, both inside and outside of the Park. In the end Mr. Fleming and his partner, Mr. Gillis, sold the lands needed for the park at cost.

At that time, Congressman Louis C. Cramton, Chairman of the Subcommittee on Appropriations for the Interior Department, and always a friend of the National Parks, came to their support and included in the bill appropriating funds for the fiscal year ending June 30, 1930, authorization of funds for the purchase of all privately owned lands in the National Parks on the condition that Federal expenditures be matched dollar for dollar by funds contributed from private sources. At the same time, in order that there might be included in the Yosemite National Park certain timber lands of unusual park value, Congressman Harry L. Englebright, of California, secured the enactment of a bill in Congress authorizing the extension of the Park boundary to include these additional forest lands involving some 8,000 acres including certain Government holdings.

With these authorities and the coöperation of the Forest Service in assisting in the establishment of values and other matters concerned in the transaction and with the continued coöperation of Mr. Rockefeller, negotiations were carried on with the new owner during the entire year of 1929 and the early months of 1930, culminating, on March 28, with the signing of an option to sell to the United States 11,855 acres of timber lands, of which 4,600 acres are in the new addition to the Park, at a total cost of \$3,150,000. Concurrently with this transaction, but tied in closely with it because of certain exchange features involved, other individual holdings, totaling 1,280 acres, have also been acquired at a cost of \$250,000, bringing the total cost of the purchase of the bulk of the privately owned timber lands in Yosemite National Park and the new addition to \$3,400,000. Adjustments of various items will doubtless bring the total down to about \$3,300,000, of which expense one-half will be defrayed by Mr. Rockefeller and the remainder paid from Federal funds.

Uncle Sam Accepts the Great Smokies

By ARNO B. CAMMERER, Associate Director National Park Service,
Washington, D. C.

EDITOR'S NOTE.—At a meeting of the Council for National Parks, Forests and Wild Life, on which the American Civic Association was represented, it was resolved to ask the Secretary of the Interior to appoint a Commission to survey the Southern Appalachians in quest of a National Park. Those who knew the beauties of these mountain fastnesses feared that they would soon be denuded of their forest cover and divested of their beauty. The Commission recommended the Great Smokies in the south. Dr. Temple fathered the necessary legislation in Congress; Senator Squires and Colonel Chapman marshaled the forces of North Carolina and Tennessee; and the Laura Spelman Rockefeller Memorial made a contribution of five million dollars. Through all the difficulties in dealing with so many agencies, Mr. Cammerer has represented the National Park Service. The story he tells in the Annual is one of real achievement.

THE possibility of one or more additional National Parks east of the Mississippi had many times been discussed in the National Park office. But all the scenic areas were privately owned, and the question of how to acquire the land for a National Park was seemingly an unanswerable one. With the exception of the Acadia National Park (formerly the Lafayette) in the State of Maine, the only one east of the Mississippi, all the other National Parks have been carved from the public domain, and set aside by Act of Congress for use as natural sanctuaries for the enjoyment and recreation of all the people.

In his annual report of 1923 former Director Mather stated:

I should like to see additional national parks established east of the Mississippi, but just how this can be accomplished is not clear. There should be a typical section of the Appalachian Range established as a national park with its native flora and fauna conserved and made accessible for public use and its development undertaken by Federal funds. As areas in public ownership in the East are at present limited to a number of forest reserves acquired under the provisions of the Weeks Act authorizing the purchase of lands for the protection of forests and the headwaters of streams, it appears that the only practicable way national park areas can be acquired would be by donation of lands or acquisition of such lands from funds privately donated, as in the case of Lafayette Park.

The praises of the high scenic values of the Southern Appalachian Mountains and their eligibility for National parkhood had long been sung by many who had visited existing National Parks and thus were able to form a basis for comparison. But



Clouded Crests of the Great Smokies from Mount Le Conte

Photograph by James E. Thompson. Courtesy National Park Service



Palmetto-dotted Open Stretches Alternate with Dense Tropical Forests along Uncharted Miles of Waterways in the Florida Everglades

Photograph by Claude C. Matlock. Courtesy Tropic Everglades Park Association

how to proceed in establishing that particular portion of the range which constituted the best typical exhibits among dozens of areas suggested by local proponents was a problem. This was met by the designation of an informal Commission working under the auspices of the Interior Department, whose expenses were paid from a small fund provided by several interested private donors. This Commission was later formally recognized by the Federal Act of February 21, 1925, and consisted of Henry W. Temple, Member of the House of Representatives from Pennsylvania, as chairman, who was formerly Professor of History and Political Science in Washington and Jefferson College, located at Washington, Pa.; W. A. Welch, Chief Engineer and General Manager of the Palisades Interstate Park of New York and New Jersey; Harlan P. Kelsey, former President of the Appalachian Mountain Club of Boston, a botanist and a well-known landscape architect, thoroughly acquainted with the Appalachian Range; William C. Gregg, a prime mover of the National Arts Club, Vice-President of the American Civic Association, and a close student of the National Parks; and Glenn S. Smith, Acting Chief Topographic Engineer of the Geological Survey of the Interior Department. That Commission spent eight months investigating the entire Southern Appalachian Mountain Range with a view to determining whether it contained areas of sufficient size with primeval scenery of such grandeur that it would measure up in all respects to the standards prescribed for National Park creation. As a result of their recommendations, which were made to the Secretary of the Interior, and after a subsequent verifying investigation by officials of the National Park Service, the Secretary recommended to the Congress the establishment of the Shenandoah National Park in the Blue Ridge Mountains of Virginia and the Great Smoky Mountains National Park in the Great Smoky Mountains, lying on the dividing-line between North Carolina and Tennessee. Congress followed by passing the Act of May 22, 1926, providing for the establishment of these two Parks.

The Southern Appalachian National Park Commission had recommended to the Secretary of the Interior a maximum area for the Great Smoky Mountains Park, described by metes and bounds, of 704,000 acres. Their report was incorporated bodily

in the law providing that when 150,000 acres had been tendered to and accepted by the Secretary of the Interior by the States of North Carolina and Tennessee, the United States would administer and protect this area. This was mainly to prevent and control fires, to protect the wild life, and stop the cutting of timber. But not until a major portion of the remainder of the 704,000 acres, or 277,001 acres more, had been tendered to and accepted by the Secretary of the Interior in fee simple, could any development of the Park be undertaken from Federal moneys. Thus the minimum area of the Park will be 427,001 acres.

The States of North Carolina and Tennessee had gathered in pledges over \$1,000,000 from interested citizens of the States. North Carolina had authorized a bond issue of \$2,000,000 more, which was matched by a bond issue by the State of Tennessee of \$1,500,000, plus a valuation of \$500,000 for some 76,000 acres of land already acquired by the State of Tennessee for the Park. Both States and their citizens had therefore made available about \$5,000,000 in cash. In order to assist the States in the establishment of the Park, the Secretary of the Interior, upon request of the States, had a representative of the National Park Service go over the entire proposed maximum park area to indicate where the acquisition lines for the minimum of 427,001 acres should lie. This was done, and the land and timber values within the boundary appraised by local experts. It was found on the best information then available that it would take nearly \$10,000,000 to acquire these land and timber rights. Upon presentation of these facts to the Laura Spelman Rockefeller Memorial, that organization studied the merits of the project from an educational standpoint, and later, in memory of Laura Spelman Rockefeller, pledged not to exceed \$5,000,000 toward the consummation of this project on the basis of a dollar for each dollar collected locally in the two States.

Both States have encountered unprecedented problems in their program of land-acquisition, which, with the authorized coöperation of the officials of the National Park Service, are being solved as they present themselves. I believe I am safe in saying that never before has an obligation existed comparable to the one imposed upon the North Carolina and Tennessee Park Commissions to acquire such a large and compact unit

for park purposes and involving so many individual holdings. Most of these belong to mountain people, a great many of whom had not wandered far from their hearthstones. Their small individual holdings would not bring them in much money when sold, and yet they had been able to make at least a living off them. To meet this situation, a Federal law was passed, authorizing the Secretary of the Interior to lease lands "to persons and educational or religious institutions occupying same or who had or claim to have had some interest in the title to the same prior to the establishment of the park" for periods not exceeding two years and upon such conditions as he may, in his discretion, deem proper. This will permit some of the old-timers to remain on their holdings for the periods of their lives, provided their home-sites are not needed by the National Park Service for public camp-sites, hotel-sites, or other such primary needs for the accommodation of the public after the Park is established. It is an interesting commentary on the independence of these mountaineers that very few of them avail themselves of this offer, most of them preferring to take the proceeds of their sale and go farther down into the lowlands where they can re-establish themselves with perhaps a lesser but more profitable acreage.

While a number of the large lumber company holdings are now, and will be, under condemnation by the two States, condemnation has not been used against many of the smaller private owners of land, and usually in a friendly suit to quiet title.

Another problem encountered by both Park Commissions at the outset was the determination on the part of some lumber companies and some of the smaller private timber owners to cut as much timber as they possibly could before funds for the consummation of the Park project as a whole were in the hands of the respective Park Commissions, because neither Commission could take any steps for enjoining such cutting until it could certify to the courts in any injunction proceedings that the funds necessary for the acquisition of the entire Park were in hand. Immediately after this amount was assured by the contribution of the Laura Spelman Rockefeller Memorial, injunctions were clamped upon every individual and corporation cutting timber within the Park area, with the result that this was stopped almost instantly.

The Governors of the States of North Carolina and Tennessee, on February 6 last, tendered to the Secretary of the Interior in fee simple 158,799.21 acres of land to which they had acquired absolute title. Almost 50,000 acres more had been acquired by both States, but could not be tendered because of difficulties involving clear title which had not yet been straightened out locally. It is believed that the acquisition of the additional acreage will not take long, the tender of the last parcel doubtless being dependent upon the expedition with which the courts dispose of the several pending large condemnation suits.

As personal representative of the Secretary of the Interior and of the National Park Service, it has been my good fortune to spend many days and weeks in going around and passing through this proposed park area in almost every direction. I consider it to be one of the most romantically beautiful sections in the whole United States. There is a constant succession of new pictures, either in the immediate foreground or at a distance, enchantingly beautiful. The hundreds of mountain streams rushing over their rocky beds, with literally thousands of waterfalls and cataracts between borders of surpassing floral loveliness—rhododendrons, azaleas, and kalmias, many species of trees including tulip poplar, sourwood, oak, spruce, and hemlock, with ground-covering of galax, leucothoë, trailing arbutus, and vast expanses of moss and fern,—all these, because they reach the heights of perfection in their native habitat in the Smokies, present a floral display that is incomparable. The mountains are a mass of green, interspersed with open spaces covered with the flame azalea or the *Rhododendron catawbiense* or *R. carolinianum* or laurel, while the beautiful rosebay, the *R. maximum*, reaches its greatest perfection in the warm, moist stream-valleys.

The great problem of the National Park Service will be to keep this wonderland of beauty in its primitive freshness, and with tens of thousands of people daily using the roads and trails, this will be difficult. Already estimates are being made for the study of proper development of the Park by the landscape architects and civil engineers of the National Park Service, so that it may be planned for the greatest public use with the least damage to its entrancing natural features.

THE SHENANDOAH NATIONAL PARK

EDITOR'S NOTE.—The Southern Appalachian National Park Commission recommended a National Park in the Blue Ridge Mountains, named for the famous valley below—Shenandoah. Congress has authorized the Secretary of the Interior to accept the Park as soon as sufficient area is acquired. Harold Allen was the first to propose a National Park in the Shenandoah. As Councilor of the Potomac Appalachian Trail Club, he has explored the remote valleys and the high peaks of the region. The Club (a constituent of the Appalachian Trail Conference described last year by Judge Perkins) has already cut more than 100 miles of skyline trail to give access to the Park. The charming account which Mr. Allen has sent us is like a mellow water-color which has caught the evanescent beauty of sky and stream and mount and vale. As a companion piece we present Dr. Sexton's account of the forgotten people of the region remote from all evidences of civilization though so near the Nation's capital. There is a frontier in the Blue Ridge Mountains which has its roots in the dim past, far back of the cowboy period of the western plains.

The Shenandoah Scenery

By HAROLD ALLEN, Washington, D. C.

SCENERY, so often described in easy terms of comparison, can often better be represented in terms of contrast. "The Switzerland of America," "Niagara of the West," and similar phrases bring indulgent smiles, from the knowledge that the originals could probably be more accurately distinguished from their supposed counterparts than likened to them. For the face of nature, unlike that of man, presents no fixed features that differ only in detail, but an infinite variety of types between coast and prairie, crag and forest, that makes landscapes individual and supplies a grateful diversity to man's outlook on his physical world. No two sections really look very much alike. Topography, geology, climate, water or its absence, vegetation—all combine to paint the special picture; even the dwellers in it play their part, for to the observing eye are they not the foreground, so to speak, of every characteristic scene?

So in gazing down the mountain range or into the lovely valleys of the Shenandoah National Park we shall not see the Adirondacks of the South—because in spite of other similarities, the familiar lakes are missing—but the quite distinctive and altogether entrancing Blue Ridge Mountains of Virginia.

A wild and unknown country to the bold adventurers whom Governor Spotswood led across them in 1716, they remain

strangely unfamiliar to the generation of today. The Shenandoah National Park, so certain of realization that it can be referred to as a present fact, will make the beauties of this region familiar to millions of eastern city dwellers and preserve the enjoyment of them to posterity. A mere intimation of its attractions can be set forth here.

Although the Blue Ridge averages fully as high above its surrounding country as the Rockies, the outlook of 60 miles down its spurred and buttressed chain from the summit of Mary's Rock, highest peak at the Park's northern end, is nearly all a view of sweeping lines and molded contours, as though these mountains, vastly older geologically than their western brothers, had had time to mellow and soften through eons of prehistory into a gracious beauty planned by Nature to appeal to man. Their slopes and summits are clothed with a prodigal range of vegetation, including more than fifty varieties of trees. From the first breath of spring until the chilling winds of winter they are garlanded with blooming shrubs and flowers.

The South Shenandoah Valley, which frames the ridge on its westerly side, is a well-watered, well-tilled garden which the mountain traveler never tires of gazing down upon. Climbing the higher peaks from this valley floor, he may leave behind the goldenrod and sumac of midsummer, encounter a profusion of earlier months' flowers on the way up, and find violets in bloom at the highest levels. Situated low in the Temperate Zone, the Park area is the meeting-ground of plant-life of the north and south, and altitude gives these a succession of constant bloom.

Lateral spurs from the main ridge, like close-knit vertebrae in a giant's backbone, vary the width of the Park from 5 to 15 miles. Its boundaries wind through the foot-hills, enclosing roughly 327,000 acres of magnificent mountainous country. Within this area are piled twenty peaks over 3,500 and two over 4,000 feet high, separated by deep, wild ravines heavily wooded with virgin timber. A recurring ledge or shoulder along the eastern side of the central ridge gives rise to a line of steep, rocky cliffs from which one looks down over the tops of giant hemlocks, oaks, and black birches into the ever-changing valley of the Shenandoah. Along these escarpments are hidden glens so deeply shaded that the growth of moss and fern is almost subtropical in its luxuriance. In a more romantic age a

whole library of "Grimm's Fairy Tales" could be conjured up in these dim forest glades, where a hundred fairylands spur the explorer's imagination.

The inner valleys between the great ridge and its spurs form a world apart. Many of these are so inaccessible from the outside that they have been little visited, and lumbering in them is impossible. Cliffs worn by water-courses make veritable canyons of many of these valleys, where large streams, such as the Hughes River, Hazel River, Hawksbill Creek, Devil's Staircase Run, the renowned Rapidan, and scores of others, originate. Notable among these is White Oak Canyon, a narrow, precipitous defile filled with virgin timber of surprising variety, down which an unnumbered series of waterfalls carries the rushing stream to a depth of 2,500 feet into the Piedmont Plain, in a length of 4 miles.

Kettle Canyon, typical of a hundred ravines down which leaping streams rush into the South Branch of the Shenandoah, earns its name from the witch's brew of mist which it distils in mysterious fashion even in clear weather. Little wonder, perhaps, when it is known that in midsummer ice crystals may be found below the packed leaves at its bottom, where huge boulders are tumbled like a Titan's toys and the sun's rays never penetrate.

The Rapidan rises in a dense rhododendron thicket a mile in extent, to flow down a richly wooded ravine between Fork and Doubletop Mountains. The beauties of this section make it certain that it was not for the fishing alone that President Hoover, lover of the outdoors, pitched his summer camp here.

While the whole Park is a panorama of wild and beautiful scenery, its crowning glory is its waterfalls. Its streams have literally never been counted, some not even named; a hundred such, large and small, take their foaming courses into the eastern or western plain, down gorges consisting of a succession of falls of the greatest beauty and diversity. To climb any one of these canyons from the bottom, ascending between fern-hung cliffs from trout-pool to cascade, from tumbling rapids to waterfall, at once translates the explorer from the world of whirring wheels into the forgotten realm of the moccasin. It must have been in such mountain fastnesses that Indians bade their last defiance to advancing civilization; strangely enough, it is to

these same retreats that the conquering white now betakes himself for surcease from its pressure.

A rendezvous of hawks, fierce bandits of the air, the weather-graven profile of the old man of the mountain maintains its age-long vigil over the winding Shenandoah, 3,000 feet below, across the twin ridges of the Massanutten Mountains, and, beyond the broad North Shenandoah Valley, over three ridges of the Alleghanies, far away in West Virginia. Could he turn his craggy head, he could note by night the moving finger of the Anacostia airplane beacon, an even hundred miles to the west by the highway.

To be at the crest of this peak in brilliant sunshine, see the landscape change from the placidity of a painting by Charlotte Coman into the dramatic aspect of one by Doré, and watch a thunder-storm 20 miles away march along the valley like an invading army, with its flashes of artillery and rumble of cannonade, affects the observer like a strain from the National Anthem.

Hawksbill, Fork Mountain, Hog Back, Marshall, Mary's Rock, Bear Fence Mountain, Black Rock, and as many others, afford different outlooks, each as arresting. The already completed section of the Appalachian Trail through this region makes all of these viewpoints accessible to the mountain-lover afoot. The finest view of the range itself is obtained from Ragged Mountain, lovingly known among natives as "Old Rag," a peak with the individuality of a stark, jagged summit, standing off from the east front of the chain like a reviewing general. From the strangely balanced rock masses at its crest, the magnificent panorama of the whole region is a memorable sight.

The Shenandoah National Park, although utterly dissimilar to any of the western parks, has at once a charm and a grandeur which are its own. In spring its rich vegetation fills it with a wild and tender charm, and the preponderance of deciduous trees makes the end of its summer a glorious carnival of color. It is then that the summits of its mountains, veiled in the faint haze that gives the ridge its name, seem a perfect setting to those lines of brooding beauty:

Brown-haired Autumn, silent maid,
Who, in her hood of haze,
Sat pensive on the far blue hills,
And watched, with dreamy eyes, the fading year.

The Forgotten People of the Shenandoah

By ROY LYMAN SEXTON, M.D., Washington, D. C.

THE Appalachian Mountains run parallel with the eastern seacoast from Maine to Georgia and furnish a wealth of resources and unsurpassed beauty. The most scenic areas in these regions, through the efforts of a relatively few far-sighted individuals, are to be preserved in a park playground of great natural beauty for the citizens of the United States.

The inhabitants of these mountain regions have been studied, and in various isolated areas many astounding living conditions were brought to light. However, the vast majority of mountain folk have been found to be thrifty and well educated, and are not to be classed with those in certain localized areas where very unusual conditions were found.

We have read about those mountain areas in North Carolina where pellagra was very prevalent and in adjoining states where hookworm was found. Churches and missions throughout the entire length of the mountain region have slowly and laboriously cleared up, to a large extent, the living conditions in their immediate vicinity and brought religion, sanitation, education, and other comforts of civilization to these remote and almost inaccessible regions.

The light of public attention has lately been directed to an area in the center of Shenandoah Park, where, in a few families, unusual conditions are to be found and valuable lessons are to be learned, at least from a sociological standpoint. I speak of the Nicholson-Corbin Hollow—Free State region of the Park. The origin of the stock by which these regions were originally inhabited, the effects of inbreeding upon the mental and physical condition of the younger generations, the effects of poor hygiene, disease, and lack of religion and education can be continuously traced for many years.

Visualizing before our reader one small cabin of the worst type, one would notice that it is built of poorly hewn logs with clay chinking and that it contains one room, 10 by 12 feet, above which is a half-room or gable. There is neither plastering inside nor weather-boarding outside. The one small room contains a bed or pallet in one corner, one or two crude stools

or chairs, a low fireplace in which is sitting an iron kettle, or, in another cabin of the same type, an old iron stove. There are no windows, only a small opening or porthole in the room below and another in the gable above, admitting light and ventilation. There is a crude door, roughly hung in the one doorway into the room, and a rough porch covers this doorway. From seven to ten adults and children are living in this ram-shackle structure, the children sleeping on straw in the gable above. There is no wooden floor in the lower room; the earth is tramped hard and looks shiny from grease.

For generations their food has consisted of cabbage, which they bury in the ground and thus have a continuous supply the year around; sow-belly or salt pork when they are able to barter or buy it; and cornbread when available. There are no cows or chickens; the children have never tasted milk. The adults carry sacks of corn, on foot, from 5 to 10 miles to a mill and bring back the ground meal in the same fashion, the miller having retained a portion for the grinding. These nutritional deficiencies have undoubtedly had a marked effect on the mentality and shiftless character of these people. In poor times, the children, as soon as they are weaned, have only boiled cabbage to eat for days at a time. At a very young age their only luxury is chewing tobacco; the habit is very common in boys and girls alike.

Diseases of all kinds are prevalent, as no medical attention has been available. Even at child-birth, the only available assistant is a neighboring "Granny." Pellagra and hookworm disease, which brought aid to isolated mountain regions of North Carolina and Kentucky, are not present in this region. The continued use of cabbage has probably prevented the pellagra, but all other parasitic diseases are commonly found. These, coupled with a rather high rate of infant mortality, present an early application of the "survival of the fittest" to the inhabitants of this locality.

The clothing worn by the children is the cast-off clothing of the adults. It is literally sewn on permanently or until it wears off, and stays on day and night, especially in the winter. There is no bathing or cleanliness or other personal hygiene.

These children show an average mentality of from six to eight years for an average age of twelve to sixteen years. They have never heard of Christmas and have no games or



One of Many Mountain Waterfalls in Shenandoah Park
Courtesy Norfolk & Western Railway

toys. There have been many endeavors to get them to attend school but always this ends in failure.

In this particular instance, the men are lazy and shiftless, even the garden plot is sown and cultivated by the women. The making of moonshine has been a prevalent occupation. While the men realize that this is illegal, they have no knowledge of the Eighteenth Amendment. From time to time, in regions nearby, there have been occasional feuds, but as a whole the lethargy, low mentality, and ignorance of the adult man has prevented this.

Neighboring residents in the past years have let this region practically alone, as the mountain folk rarely came out of their high recesses, and since "Old Man" Erie Nicholson, over forty years ago, ruled these hollows with an iron hand, it grew to be called the "Free State."

Though no proof is forthcoming, it is highly probable that after the Revolution certain disbanded Revolutionary soldiers settled back in these mountain regions. Rumor has it that a few Hessians, fearful that the colonists would take their lives when it was found that they were hired soldiers, hid back in these fertile ravines. There they led an easy life, subsisting on wild fruit and game, and gradually degenerated into the various types of mountaineers now found in different isolated sections. Due to the absence of grain-type land and the hazards of wild life unless buildings were erected to protect fowl, little grain was grown and no chickens were raised. The rugged mountain region and rocky slopes undoubtedly played a large factor in the development of the particular type of individual found today. Streams were abounding with mountain trout, game of all kinds was plentiful, wild apples grew nearby, and the range was literally covered with a fine grade of chestnut trees. So, following the lines of least effort, the side issues of civilization were forgotten, and the dominant animal instincts overcame any intellectual reasoning and guided their daily occupations. These instincts were to nourish the individual and to reproduce, and the result of these instincts has produced the only remaining accomplishments of the descendants of these early settlers.

There were no communities nearby into which to marry, and so the double-first-cousin and worse inbreeding was begun. Whether or not the result of this produced a low mentality

which made the degradation progress, or whether the environment and nutritional deficiencies lent aid to continued filth and poverty, were interesting problems which laid the foundation for our studies of these folk. The weazened, cross-eyed, and moronic appearance of the average adult and child makes a scientific observer think immediately of hereditary causes. However, this theory is given a severe jolt when some of the younger generations have in rare instances left these regions and developed into thrifty individuals in civilized communities. Some observers have said that plain unadulterated laziness and "don't-give-a-damness" accounts for their long-drawn-out poverty and deprivation, rather than any physical or mental deficiency.

Fortunately, in the millions or more inhabitants of the Appalachian Chain in the eastern part of the United States, this condition is a great exception to the rule, but that it should occur within an easy morning drive of the Capital of the United States, and in that most glorious mountain region of beautiful Virginia less than a dozen miles from the summer White House, seems to indicate that somehow or other this particular spot has been lost or largely forgotten by the agencies constantly at work improving the living conditions of the residency of the United States.

This is not now a real problem for Virginia, inasmuch as the opening of the Park will bring civilization to the very doors of such cabins whose owners will be permitted to stay, and most of the occupants of others will move to new localities near schools and modern conveniences. These people do serve, however, as an example or proof for or against our various theories as to the relationship of inbreeding to physical and nutritional deficiencies or of environment carried through several generations. It is to be noted that there are all degrees of poverty in this region, and we have cited the worst only in order that the facts may be more easily observed. Since a few families from this very stock have taken up their abode elsewhere and since occasional individuals of these families have strayed into large cities and become thrifty, well-educated men, the study of the history of these people would serve to prove that environment has a greater part to play in their present condition than heredity or inbreeding.

A Bill for National Historical Monuments

By LOUIS C. CRAMTON, Member of Congress

IT IS a striking coincidence that the beginning of the American Colonial period and its close should have been within twenty miles of each other in the Enchanted Peninsula in Tidewater, Virginia—the beginning on Jamestown Island in 1607, the first permanent English settlement in the New World, and the close at Yorktown in 1781, when the surrender of Cornwallis admitted the independence of the colonies. Midway between lies Williamsburg where was erected the first legislative building in America, the first public school, one of the first colleges, and where much else occurred of prime importance in our earliest Colonial period. It is my thought that this island, this ancient city, and this battlefield, with suitable connecting forest lands, should constitute a great historical National Monument, challenging the interest and reverence of all patriotic Americans.

Much has been done, and is being done, for the preservation and protection of these historic sites, but unless much more is done soon a great deal worthy of preservation will be lost. The Virginia Society for the Preservation of Antiquities years ago made a splendid beginning in the acquisition of a portion of Jamestown Island and its suitable development. The greater part of the island, however, is still in private ownership and is being encroached upon by the waters of the James River, and foundations of structures three centuries old are being washed away. At Williamsburg, the Colonial capital is being restored with the expenditure of millions of dollars donated by John D. Rockefeller, Jr. This fine Colonial exhibition is to be dedicated to America. Plans for its future maintenance are not complete.

At Yorktown, the Moore House, where the terms of surrender were agreed upon, is owned by Mr. Rockefeller, who is preserving it for the time when the Nation wants it. The battlefield itself, still retaining numerous marks of that historic engagement, is practically all in private ownership. With the great improvement of roads and highways, this region is likely to receive a development in the next few years that will wreak destruction upon surviving monuments of fundamental interest to America.

My bill opens the way for the creation of a National Monu-

ment to preserve the historical structures and remains in this region. It authorizes the Secretary of the Interior to make an examination of the island, parts of the city of Williamsburg, and battlefield, and suitable areas to connect them, with a view to determining the areas desirable for inclusion in the Colonial National Monument. Upon completion of that examination and upon his recommendation, the President shall establish the boundaries of this National Monument by proclamation. The Secretary of the Interior then would be authorized to accept donations of land and buildings and to acquire by purchase other tracts necessary for the completion of the Monument.

It is the purpose of the bill to put the Federal Government in a position to coöperate suitably with the Virginia Society for the Preservation of Antiquities, and with communities and individuals to preserve in the best way for the use and enjoyment of the American people these interesting Colonial shrines. Whether the Virginia Society for the Preservation of Antiquities or the Rockefeller Foundation will prefer to retain control of their properties in this area or to have them administered by the Federal Government will be a matter to be ascertained. The splendid patriotic services of both these organizations are too great for any action to be taken contrary to their views under my bill if it becomes law.

Before introducing the bill, I was assured that the Virginia Conservation Commission and many Virginians in official status and otherwise were entirely in sympathy with my proposition, as are many throughout the Nation. The General Assembly of Virginia at its recent session, by unanimous vote in each House, endorsed the bill heartily and set forth its desire "for the early passage of this great patriotic measure." The Secretary of the Interior, in accordance with the recommendation of Horace M. Albright, Director of the National Park Service, has submitted to Congress a favorable report upon the bill now pending before the Committee on Public Lands of the House. We are very hopeful for favorable action upon this important measure during this session of Congress, and that this proposal may become an actuality before the Sesqui-Centennial Celebration of the Yorktown Surrender in 1931, planned to commemorate the victory which made possible the adoption of republican principles in America.

The Open Door for National Historic Shrines

By RAY LYMAN WILBUR, Secretary of the Interior

THREE has long been a feeling among certain American travelers that, while some of the world's most superb scenery is in the United States, to see shrines of real historic interest one must go abroad. Like so many other legends, this is a fallacy, fast being exploded. The United States has not only innumerable places of National interest connected with her history, but also many relics left by the prehistoric inhabitants of this continent, dating as far back as the eleventh century—perhaps earlier. And the United States Government, in the National Park Service, has a bureau organized for the specific purpose of protecting, for public use, our National scenic, scientific, historic, and prehistoric treasures.

With the enactment by Congress of the law providing for the establishment of the George Washington Birthplace National Monument at Wakefield, Va., and the appropriation of funds for building a replica of the old house in which our first President was born, and for the restoration of its grounds, under the supervision of the National Park Service, the way is pointed for correlating all of the National shrines of this character under this one Service. Another pending congressional bill authorizes the establishment of the Colonial National Monument, to be under the jurisdiction of the Park Service when established.

Although the United States first started the National Park and Monument movement, Canada has forged ahead of us in at least one respect—all of her historic monuments have been tied into one system with the National Parks. To that end we are now striving.

It is true that the President of the United States has by proclamation established sixty-five National Monuments, under the congressional authority of June 8, 1906, known as the Antiquities Act. These reservations, however, are now administered by bureaus of three Departments—War, Agriculture, and Interior—and under each Department are historic or prehistoric places of interest. Of the thirty-four National Monuments now under the control of the National Park Service of

the Department of the Interior, fifteen are primarily of historic or prehistoric interest, while several others, in addition to unusual scientific exhibits, also contain old Indian ruins. The Mesa Verde National Park, in southwestern Colorado, is in the prehistoric field, and the work done there in protecting and studying the area has proved beyond doubt that the Park Service is well equipped for this type of work.

All of the military parks and monuments, of course, have historic significance, and under the present plan these are administered by the War Department. It is hoped that in the near future such of these historic shrines as are not military cemeteries may be transferred to the administration of the National Park Service. For some years the Secretaries of War and Interior have agreed that this move was desirable, and the Senate has already gone on record in its favor by passing a bill for this purpose during the last session of the seventieth Congress.

While some of the fifteen National Monuments under the administration of the Forest Service of the Department of Agriculture have prehistoric significance, and one of them is an old Indian battlefield, these areas are administered in connection with contiguous or surrounding National forests, as a matter of expediency.

The National Monuments administered by the National Park Service include the ruins of ancient Spanish missions, relics of the days when the Spanish conquistadores explored our Southwest; cliff dwellings and pueblos left by the prehistoric Indians who lived—and disappeared—long before the Spanish had ever heard of America; an old Mormon fort; the butte from which the explorer Verendrye first beheld the territory beyond the Missouri River; and a spot crossed by many of the famous old trails used by those adventurous souls who succeeded in exploring and settling the West. Yet, queerly enough, the spot in California at which Juan Rodriguez Cabrillo first sighted land in what is now California, is a War Department monument, lacking though it be in military significance.

Surely the United States should follow Canada's lead and place under one competent governmental organization the protection and development of our great National historic shrines and our outstanding National scenery. The door is open for this move, and it should not be allowed to close.

Colonial Williamsburg

By DR. WILLIAM A. R. GOODWIN, Associate Director of
Restoration of Williamsburg, Va.

EDITOR'S NOTE.—Dr. Goodwin is directing one of the most inspiring undertakings in America in the restoration of Colonial Williamsburg, made possible by the gift of John D. Rockefeller, Jr. The people of a Nation which now extends across three thousand miles from the Atlantic to the Pacific, spanning an entire continent, will glory in this shrine where the early history of their country had its beginnings.

THE English Colonial period of American history began on May 13, 1607, at Jamestown, Va., and ended on October 19, 1781, at Yorktown. These two places are only 20 miles apart, the one on the James River, the other on the York. Between them lies Williamsburg on the crest of the peninsula of Virginia, 6 miles from Jamestown and 14 miles from Yorktown.

Williamsburg was established as a palisaded outpost protection against Indian invasion in 1633. It was then called "Middle Plantation." In 1676, Nathaniel Bacon met with his Council at this place to plan his rebellion against the usurpations of Sir William Berkley, Colonial Governor, who had persistently refused to permit Bacon to organize armed defense against the Indians who were, with increasing frequency, attacking the undefended settlements in eastern Virginia.

As early as 1617 an effort had been made to establish a college at Henricopolis, a short distance above Jamestown. This effort was brought to naught by the great Indian massacre of 1622, when George Thorpe and his fellow College Commissioners were all slain. The effort was not revived until 1693 when their "Majesties Royal College of King William and Queen Mary" was established at Middle Plantation. The three ancient buildings of this college, the main building, completed from plans of Sir Christopher Wren in 1698, the president's house, erected in 1732, and the Braxferton Indian School, erected in 1723, still stand, and constitute the oldest academic group of buildings in America.

The college gave Washington his commission as surveyor, and over it he subsequently presided as Chancellor. It educated Thomas Jefferson, James Monroe, Chief Justice John Marshall, President John Tyler, and many other patriot statesmen. Here was established the first law school in America, with the dis-

tinguished George Wythe as its first professor. Here also was established the first school of modern languages, the first school of political science, and the first chapter of the Phi Beta Kappa Society.

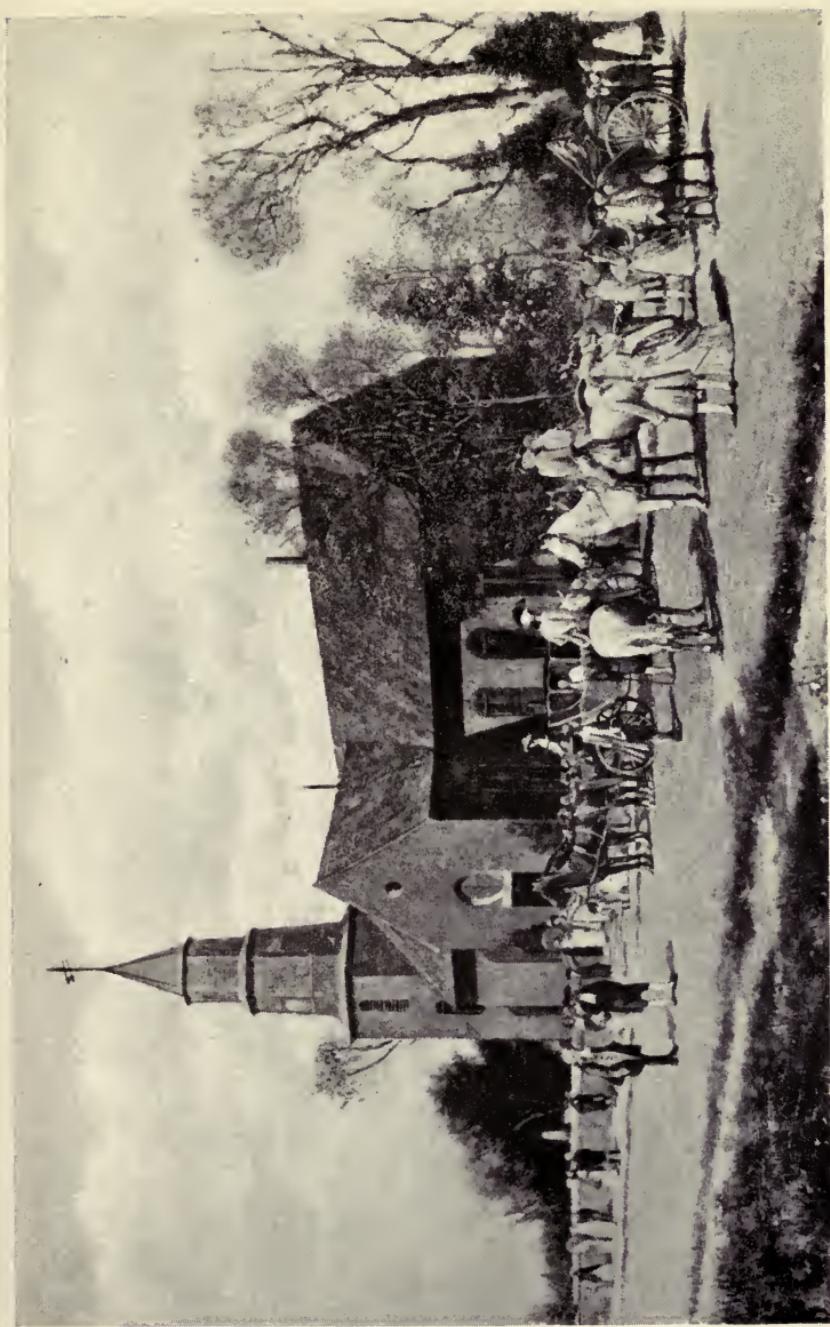
In 1699 the Colonial Capital was removed from Jamestown to Williamsburg. Pending the erection of the Capitol Building in 1705, the House of Burgesses met in the Great Hall of the college.

The principal buildings of the new Colonial Capital followed in quick succession. The new Capitol, for the House of Burgesses and King's Council and Courts, was erected seven-eighths of a mile from the college at the east end of the Duke of Gloucester Street. Near old Bruton Parish Church, the court church of Colonial Virginia, the palace of the Colonial Governors was begun in 1705 and finished in 1714. In the palace lived Colonial Governors Nicholson, Spotswood, Nott, Dinwiddie, Drysdale, Lord Botetourt, Francis Fauquier, and Lord Dunmore, and subsequently Patrick Henry and Thomas Jefferson. This building was accidentally burned, as was the president's house at the college, while occupied by the French troops during the Yorktown campaign. Midway between the college and the Capitol, Alexander Spotswood, in 1714, erected the octagon powder magazine which still stands and marks the beginning of the Revolution in Virginia on the morning after the battle of Lexington. Near the Capitol was erected, prior to 1735, the famous Raleigh Tavern where Colonial Governors were welcomed to Virginia, where Washington was banqueted, where Jefferson danced with the fair "Belinda," and where, as the Revolution approached, the Burgesses met when dissolved by the Colonial Governor, and where they talked and planned and resolved with unrestricted freedom.

The foundations of the old Capitol have been excavated preparatory to the restoration of this building. A bronze tablet on a granite boulder bears the inscription:

Here Patrick Henry first kindled the flames of revolution by his resolutions and speech against the Stamp Act, May 29-30, 1765.

Here March 12, 1773, Dabney Carr offered and the House of Burgesses of Virginia unanimously adopted the resolution to appoint a Committee to correspond with similar Committees in other Colonies —the first step taken toward the union of the States.



Bruton Parish Church, Williamsburg, in Early Colonial Days

Photograph by Norfolk-Portsmouth Advertising Board

Here on May 15, 1776, the Convention of Virginia, through resolutions drafted by Edmund Pendleton, offered by Thomas Nelson, Jr., and advocated by Patrick Henry, unanimously called on Congress to declare the colonies free and independent States.*

Here June 12, 1776, was adopted by the Convention the immortal work of George Mason—the Declaration of Rights—and on June 29, 1776, the first written Constitution of a free and independent State ever framed.

Around these public buildings were erected the Colonial homes of the patriot forefathers. They witnessed momentous events in the making of American history. By them passed Washington, triumphant from the battlefield of Yorktown, and Lafayette, the welcomed returned guest of the city in 1824. Here General McClellan had his headquarters during the Peninsular Campaign, and the old homes of the city sheltered his officers. Here again martial scenes were revived during the World War when every available house was occupied by workers in the DuPont Powder Plant nearby.

Among the American cities conspicuous in the Revolution, Williamsburg alone offered the opportunity and challenge for restoration as a shrine of history and of patriotism.

It was evident that neither Colonial Boston nor Colonial New York nor Colonial Philadelphia could be restored. In Williamsburg over seventy Colonial buildings remained. Here were the foundations of the burned Capitol and palace, and the sites of the first American theatre, the first printing-office south of the Potomac, and the office of the Postmaster General of the thirteen colonies, and the war- and fire-scarred buildings of the College of William and Mary.

The challenge caught the imagination of Mr. John D. Rockefeller, Jr., and enlisted his patriotic generosity. The Colonial City is now being restored with scrupulous accuracy and care. About 4½ miles of street frontage have been acquired. It is estimated that ten million dollars will be expended in the restoration.

When completed, this city will stand, surrounded as of old by fields and forests, and will stand as witness to the faith, devotion, and sacrifice of the patriot fathers who lived and legislated there for liberty.

*It was this action, which inaugurated the Declaration of Independence, which was celebrated in 1926 with a momentous address in Williamsburg by Calvin Coolidge, President of the United States.

Wakefield, the Birthplace of Washington

By CHARLES MOORE, Chairman The Commission of Fine Arts,
Washington, D. C.

EDITOR'S NOTE.—As the United States of America grows older and the appearance of habitations and surroundings changes, the preservation of the homes of the pioneers who founded the Nation becomes of greater interest. These National Historical Monuments will add to the richness of our history. The country owes a debt of gratitude to the Wakefield National Memorial Association and to Mrs. Rust for the work which actually made possible the restoration of Wakefield. Dr. Moore here presents the history of the family and the place.

AT LAST, after just a century and a half of neglect, the birthplace of George Washington is to be restored to its pristine conditions, forever to be maintained as a memorial of the Father of His Country.

Washington himself was so thoroughly an American in both thought and interest that he was quite content to accept family tradition that "in the year 1657 or thereabouts, and during the usurpation of Oliver Cromwell, John and Lawrence Washington, brothers, immigrated from the north of England and settled at Bridges Creek on the Potomac River in the county of Westmoreland." But from whom they descended he had no records to show. He had heard that in England, as in this country, the Fairfax and Washington families were connected.

It is only forty years since the long and arduous researches of Henry F. Waters established the fact that John and Lawrence were the sons of the Rev. Lawrence Washington, M. A. (Oxford), and the nephews of Sir William and Sir John Washington; and that they were born in the rectory of Parleigh, a valuable living in Essex, not far from London.

John came to Virginia after settling his father's estate; he married a daughter of Nathaniel Pope, bought a house near Bridges Creek, and became a prosperous, influential Colonial, accumulating some 7,000 acres of land, including the estate now known as Mount Vernon. His will was proved in January, 1677; by its direction he was buried in the family graveyard near his house. In this same graveyard were buried also John's son, Lawrence, and his grandson, Augustine, the father of George. This burying-place of George Washington's father, grandfather, and great-grandfather is today overgrown with

weeds and briars. It is in the midst of cultivated fields. But it is owned by the Wakefield Association and is to be restored.

The house of Augustine's father and grandfather had disappeared prior to 1710, and an exploration of the foundations will be required to ascertain its dimensions. Its location is known. Augustine built for himself a new house on 80 acres near Pope's Creek, bought in 1718 from the heirs of Lawrence Abbington. Augustine then owned substantially all the lands between Bridges and Pope's creeks, about 1,000 acres. The cottage on the 80 acres he transformed into a kitchen for the mansion. The new house was of brick, with four outside chimneys. Excavations show that it was of good size and of a shape prevalent in its day. There was the usual central hall, with four rooms on the first floor, and chambers above. The bricks were made on the place, as was customary.

There were 9 beds with their furniture; 14 tables of mahogany, walnut and cherry; 53 chairs, of which 12 were of mahogany; there was table silver and all the other appurtenances of the home of a prosperous, active man of affairs. Augustine Washington had two sons by his first wife—Lawrence and Augustine. The elder he proposed to settle on the upper Potomac property; the second was to have the Westmoreland County family home. Meantime, he had become interested in a big iron company, which was then manufacturing and shipping to England from its forges in Virginia and Maryland more iron than was any other company in the country. Augustine sold his iron-lands to the company and had a contract to haul ore to the forge and pig-iron to the vessels on tidewater. The forge was 14 miles from Fredericksburg, so he bought for a residence the Strother estate, on the left bank of the Rappahannock, opposite Fredericksburg, then an embryo town of which he became one of the trustees. At his death, in 1743, this estate went to his son George, with a life interest to the widow.

The upper Potomac estate was left to the eldest son, Lawrence. The Westmoreland estate, including the birthplace of George, was bequeathed to the second son, Augustine. The two elder sons were educated at Appleby, in England. Both married well about the time of their father's death; Lawrence took to wife a daughter of the Hon. William Fairfax, cousin and agent of Lord Fairfax; Augustine espoused an heiress, Anne Aylett.

George was a favorite of both of his half-brothers; Augustine took the boy of eleven into his own household, and for five years George lived in the house of his birth; then, his education ended, he went to Mount Vernon and started to make his own living. Before his majority he inherited the Mount Vernon estate.

In 1762, the Westmoreland property descended to William Augustine Washington, who had married his half-cousin, a daughter of George's younger and favorite brother, John Augustine. There the William Augustine Washingtons lived until the birthplace was burned to the ground on Christmas, 1780, and was never rebuilt. The family removed to another and lesser house on the estate, called "Blenheim," and shortly afterward built on the upper side of Bridges Creek a house known as "Haywood." Thence they removed to Georgetown, D. C. In 1810, William Augustine bequeathed to his second son, George Corbin, Westmoreland lands, specifically including the family graveyard and the birthplace.

In 1813, George Corbin Washington sold to John Gray the Westmoreland property, reserving, however, "the family burying-ground and 60 feet square of ground on which the house stood in which General Washington was born." These reserved lands George Corbin bequeathed to his son, Lewis W. Washington, who offered them to the Commonwealth of Virginia. The General Assembly of Virginia, by act of January 20, 1858, accepted the gift, agreeing to the terms that the sites be inclosed by an iron fence and marked with tablets, conditions which the State failed to carry out.

By act of April 21, 1882, Virginia turned over to the United States the site of the birthplace, but omitted the burying-grounds. Congress by joint resolution of February 26, 1881, had appropriated \$30,000 to erect a monument on the site. On July 18, 1882, Attorney General Brewster approved the title. Beyond the mere 60 feet square comprised in the reserved site, the United States acquired 11.88 acres and also 19.725 acres for a road leading from the birthplace to Bridges Creek.

Unhappily, changes in the occupancy of Westmoreland County lands and lack of good roads made the birthplace inaccessible by land, and the Government suffered to go to ruin the wharf constructed (but never used) for the landing of stone for the monument. When the good-roads movement got fairly

under way in Virginia, a substantial gravel road was built from the main highway to the monument, but nothing further was done.

The Wakefield National Memorial Association, incorporated under the laws of Virginia, January 18, 1924, was organized in 1923, to recover the long-neglected birthplace of George Washington, to restore it, and to make it a place of pilgrimage for all the people. This movement originated and has been carried on mainly through the labors and devotion of Mrs. H. L. Rust, a native of Westmoreland County and a member of the Pope family.

The Association purchased 70 acres of the Washington lands at Wakefield, and secured the improvement by the Government of the road (about a mile in length) between Pope's Creek, on which stood the birthplace, and Bridges Creek, where John Washington, the immigrant, settled about 1664. Then finding that speculators had begun to purchase for exploitation purposes strategic portions of the ancient Washington properties, the Association induced Mr. John D. Rockefeller, Jr., to purchase and hold for public uses 367 acres, at a cost of \$115,000. Mr. Rockefeller required the purchase by the Association of 30 acres additional to the 70 acres already owned. This was done.

The Association further proposes to restore the burial-place and tombs of the Washington family, including George Washington's father, grandfather, and great-grandfather. The Washington heirs have deeded to the Association this plot of sacred ground, and the Commonwealth of Virginia has made an initial contribution of \$5,000.

Congress has appropriated \$50,000 to be used by the Association (under the direction of the Secretary of the Interior and with the advice of the National Commission of Fine Arts) for the restoration work. Also, Congress has appropriated \$15,000 for the removal, to a more appropriate location, of the monument now standing on the site of the birthplace. The Association is working in coöperation with the National Bicentennial Commission.

How Congress Deals with Proposed National Parks

By DON B. COLTON, Chairman Public Lands Committee,
House of Representatives, U. S. Congress

EDITOR'S NOTE.—The Chairman of the Public Lands Committee of the House of Representatives in the Congress of the United States must study land problems. Many of the most dramatic controversies concerning National Parks have culminated before this Committee. The opinions of Mr. Colton, therefore, are based on experience and research, and as such are entitled to thoughtful consideration by the American people.

THE National Parks of the United States are popular with our people. They are highly appreciated by the hundreds of thousands of visitors who tour them each year and take advantage of the opportunities they afford for inspiration, education, and outdoor recreation.

This popularity has stimulated a demand for more National Parks, especially in the Middle West and East, although even the Far West is not without its new candidates for parkhood. The necessity of having some fairly well-defined policy in establishing National Parks is apparent.

All proposals for new National Parks come before the Public Lands Committees of Congress, because Congress alone can establish and set aside National Parks. In recent years, bills to create new parks have been introduced in ever-increasing numbers. In the 70th Congress, there were a dozen bills to establish new National Parks before the House Public Lands Committee. One of these, by the late Hon. Victor Berger, proposed that each State in the Union should have a National Park.

Some of the measures were vigorously pushed by their advocates. The fight over the Ouachita Park project in Arkansas is well known. While perhaps not a typical project, it illustrates the problem before Congress. In this case, the proponents were determined to carve a 163,000-acre National Park out of the Ouachita National Forest. It was opposed on the grounds that the territory did not measure up to National Park standards, that the park was sought primarily as an economic measure of importance to a section that would be benefited by tourist travel, and that, if created, a precedent would be established that would create many more sub-standard parks.

While admitting the force of the arguments against the Ouachita Park Bill, a majority of the Committee on Public Lands of both the Senate and the House favored its passage largely on the ground that there was great need in Arkansas for a playground to which the people in that section of the South could go for rest and recreation in the summer-time, that the Ouachita Mountains were susceptible of development for recreation, and that the National Park Service was best equipped to handle a large area devoted primarily to recreation.

The views of the majority of the members of the Public Lands Committees prevailed in the Congress itself, and the bill was passed in the Senate unanimously and in the House by 164 in favor to 71 against the measure. The President however gave it a pocket veto on March 4, 1929, as the administration changed.

I believe in holding the standard of National Parks high, and that no area, unless it possesses features of outstanding importance to the Nation because of exceptional beauty, great historical or scientific interest, or has the quality of uniqueness in superlative degree, should receive a National Park status. Congress has pretty well adhered to this high conception of National Parks since the creation of Yellowstone Park in 1872. In a few instances the high standard has not been maintained, and it is generally admitted that in those cases a mistake was made.

On the other hand, the point of view of those members of the Congress who favored the Ouachita Park project is entitled to much consideration, and it may be that the Congress will have to set up a new type of National reserve in order to meet the recreational needs of States or groups of States that cannot provide for their people such recreational opportunities on an adequate scale. I am expecting both the National Park Service and the Forest Service to give thought to this problem and between them endeavor to find a solution. I believe that the people of the Southwest are entitled to a recreational area, and the Ouachita National Forest is an excellent place for such purpose.

Recently, Senator McNary, of Oregon, and Representative H. L. Englebright, of California, introduced S. 3146 and H. R. 9051, to provide Federal aid to States in the creation of State parks. Appropriations of five million dollars per year would be authorized by these bills for this purpose. This may be a solution of this problem of recreation in those States which do not have

natural features of National Park standard within their boundaries, but the principle of Federal aid to States is questioned at times by influential forces in Congress, and they may oppose an extension of the principle to State parks. Certainly, it seems that funds should not be provided for State parks until Congress is willing to appropriate money to buy the private lands in existing National Parks and complete these projects by bringing them entirely within Federal ownership.

In the past, National Parks have been established from time to time, and no procedure other than regular Congressional procedure applicable to all bills—that is, Committee consideration prior to discussion on the floor of the House and Senate—has governed their creation. A member of Congress, requested by his constituents or by the Secretary of the Interior, introduced the bill to establish the proposed new park; it was referred to the Public Lands Committee which asked the Department of the Interior for a report if only public lands were affected by the bill. If National Forest lands were involved, since 1905, when the Forest Service took over the National Forests from the Interior Department, the Department of Agriculture has been asked to submit a report on the park bill. If the reports were favorable, the Committees and Congress were likely to favor and pass the bill.

Quite often, one or both of the Departments find information about the pending park bill insufficient or entirely lacking, and in some cases report unfavorably on the measures, preferring to err on the side of safety than to favor an unworthy project in the absence of data unquestionably proving that the plan conforms to National Park standards.

During the 70th Congress two measures were enacted providing for investigation of park projects and containing instructions that the reports on them should be submitted to Congress. The Joint Resolution of February 28, 1929, creating the Yellowstone Park Boundary Commission, authorized the President to appoint five Commissioners to study the proposed readjustment of the southeastern, south, and southwest boundaries of Yellowstone National Park. I am advised that a particularly able group of men was appointed on this Commission.

Another method of approaching a similar problem was adopted by Congress when it enacted a bill authorizing and

directing the study of the Everglades of Florida, which measure was approved by the President on March 1, 1929. This bill directed the Secretary of the Interior, through the National Park Service, to make a study of the Everglades area and report on its features, submitting at the same time recommendations as to whether or not a National Park should be created. Congress also wisely provided that funds for this investigation should be paid from appropriations available to the National Park Service and not by local proponents of the park plan, thus relieving the investigators of any embarrassment that might arise through acceptance of courtesies that might directly or indirectly imply an obligation to favor the park plan irrespective of the results of the study.

It seems to me that this latter measure provided for the preferable system of examining areas proposed for National Park status. It ensures the keeping of the study strictly within the hands of a party of National Park experts—the group which after all is best qualified to say whether or not the area possesses the requisite qualifications for a place in the National Park System.

It was therefore with a good deal of confidence and satisfaction that I gave my hearty approval to the proposal of the Appropriations Committee that there be provided in the 1931 Interior Department Appropriation Act sufficient funds and broad authority for instituting a study of the public domain and possible park areas in other sections of the country by the National Park Service, with a view to making an inventory of areas, if any, that should be hereafter set apart and dedicated as National Parks. Such a provision was included in the Interior Department Bill after the general provisions for the Washington Office of the Service. It reads as follows:

and including the services of specialists and experts for investigations and examinations of lands to determine their suitability for national park and national monument purposes: Provided, That such specialists and experts may be employed for temporary service at rates to be fixed by the Secretary of the Interior to correspond to those established by the Classification Act of 1923, as amended, and without reference to the Civil Service Act of January 16, 1883.

This provision in effect gives the National Park Service broad authority to study areas in all parts of the country, identical to the authority granted to it through the Secretary of the Interior

in the bill authorizing the study of the Everglades of Florida. Under this provision the National Park Service may use its own experts, it may secure detail from other Government bureaus of geologists, biologists, and other scientists, or it may secure such scientists outside of the Government Service. It may also employ landscape architects and other experts whose judgment would be of value in passing on the various features of any areas under investigation. It is proposed that this work of making an investigation of possible new National Parks shall be undertaken July 1 and continued thereafter as long as necessary to gather all the information needed for both the Department of the Interior and the Committees of Congress to pass on the various projects that in the future may be submitted for the consideration of Congress. Naturally, the projects that are the most pressing would receive the first consideration.

It is particularly important that this study be instituted at this time because its results should be correlated with those of the Public Lands Commission which is about to be established to make a thorough study of the future administration and control of the unappropriated, unreserved public domain. Also, it is desirable that the National Park and National Monument System be brought to an early completion if this is ever to be done satisfactorily. The march of civilization and the commercial utilization of even the most remote parts of our country are factors that are rapidly becoming serious obstacles in the way of establishing new parks or extending and rounding out the existing National Parks. Also, there are such areas as that involved in the Superior National Forest, in Minnesota, which under pending legislation would be kept in conjunction with the Quetico Province Park, in Ontario, Canada, as a great wilderness recreation area.

Finally, we will probably still have the general recreational problem to face if it can not be satisfactorily solved by the States and this may call for further expansion of the National Park Service and possibly also of the Forest Service. Both of these bureaus have the confidence and the support of the Public Lands Committees and Congress itself and any feasible plan that they bring forward to meet the recreation problem will doubtless receive sympathetic consideration.

The Kings River Canyon

By JOHN R. WHITE, Superintendent Sequoia and General Grant
National Parks

EDITOR'S NOTE.—Perhaps the Kings River Canyon cannot be rated as a civic achievement. It is among the most impressive of the great scenic accomplishments of Nature. The American Civic Association for many years has advocated the inclusion of the incomparable Kings River Canyon in the National Park System. When the Congress of the United States finally transfers from the National Forests to the National Parks this stupendously beautiful valley, so far protected by its very remoteness and difficulty of access, we shall hail the action as a notable civic achievement.

IT WAS John Muir who first proposed, some forty to fifty years ago, that the upper watershed of the Kings River in central California should be made a National Park. Yet it is today one of the few remaining Federal areas of "supreme scenic magnificence" which is not a National Park; it is divided between the Sequoia and the Sierra National Forests. Bill after bill has been introduced in Congress to enlarge the Sequoia National Park to include the scenic area of the Kings River, and on one occasion the Senate passed such a bill which was defeated in the House on a question, if I am not mistaken, of nomenclature. A congressman objected to the designation of the area as the Roosevelt-Sequoia National Park. On such trivial matters sometimes hinge the destinies of men, of nations, and of National Parks.

It was John Muir, too, who first called the Kings Canyon a true "yosemite," giving the word its general significance as a glacier hewn canyon similar to that of the Yosemite Valley. And he pointed out that the Kings River Canyon was only one feature of a spectacular area; that the mountains and plateaus that surrounded the mighty chasm of the Kings River were carved by the Creator on an even more generous scale than those of the Yosemite Sierra hinterland.

That comparison between the Yosemite and the Kings River Canyon is inevitable and has intrigued every observant traveler since the first explorations of the southern Sierra. One of the first published descriptions of the Kings Canyon was by E. C. Winchell who visited it in 1868, and who wrote:

I regret that I cannot measure the grandeur of this scene by the features of Yosemite, which I have never visited; but no paintings of

that gorge and its surroundings as seen from "Inspiration Point" or "Cloud's (Clouds) Rest," convey to my mind the idea of so sublime a landscape as that which, without warning, burst upon my vision as I looked over the granite block into a deep, dread, silent, stupendous amphitheatre, twenty miles across, crowded with adamant mountains, pinnacled crests, thunder-scarred cliffs, green lines of forests, snows in eternal sleep, horrid gorges and yawning gulfs. Eastward, the sharply serrated contour of the main ridge of the Sierras tore the twilight sky; northward rose the huge, massive barrier that fills the space between the middle fork and south fork; southward, the great, gashed Kaweah Divide bore to heaven its balmy forests; while more than a vertical mile down, in the midst of this vast arena, lay a granite trough ten miles long, half a mile wide, bordered by perpendicular cliffs rising thousands of feet. A green mound of forests hid the floor of the gorge and a thread-like streak of water faintly gleamed out of it.

In 1926, F. E. Matthes, of the U. S. Geological Survey, who had previously made an intimate study of the Yosemite Valley, compared the two chasms in these words:

First, let us see what the main points of resemblance and difference are. As is generally agreed by those familiar with both chasms, the Yosemite Valley and the Kings River Cañon are most closely similar in their larger modeling, less so in their detail sculpture, and least in their environmental setting. Both are hewn like gigantic troughs, steep-sided, level-floored, and remarkably constant in width throughout, although more or less sinuous in course. In cross-section they are broadly U-shaped, in contrast to the other great cañons of the lower Sierra, which are prevailingly V-shaped. They are even more broadly U-shaped than the typical glacier troughs of the High Sierra, which are among the most perfectly modeled of their kind.

Indeed, it may well be said that their broad, level floors, which beckon to us with their charming sunlit groves and the sublime vistas of cliff and peak which they afford, largely make these yosemites what they are to us and what no narrow-bottomed gorge, however profound, can be.

Again Matthes compares the surrounding mountains of the Yosemite and the Kings River:

The prevailing depths of the Kings River's tributary valleys, again, are intimately linked with the extreme ruggedness of its flanking heights. These contrast with those of the Yosemite Valley as mountain peaks contrast with foothills. The Yosemite lies between unimpressive, billowy uplands, the individual swells on which are only 1,000 to 1,500 feet high—only one-third to one-half as high as the chasm itself is deep. The Yosemite is therefore easily the dominant feature of its district; there is little in its environment to distract the eye from it. The Kings River Cañon on the other hand, is surrounded by a galaxy of peaks and crests many of which tower 4,000 and even 5,000 feet above its



Kings River Canyon

Photograph by Lloyd. Courtesy National Park Service



Lake Reflection below Mount Jordan

Photograph by H. E. Roberts. Courtesy National Park Service

brinks—to twice the height of the chasm's own walls. To one who surveys the landscape from Lookout Point the disproportion is at once apparent, and yet, *mirabile dictu*, the chasm does not seem dwarfed, it loses not one jot in majesty, but rather gains by reason of its stupendous setting. And does not therein lie the real test of its inherent scenic grandeur? A chasm less sublime would sink into insignificance amid such titanic surroundings.

The reasons why this area should be given National Park status have never been better stated than in a "Report on the King's River Canyon and Vicinity" made in 1906 by Wm. E. Colby, J. N. LeConte, and E. T. Parsons of the Sierra Club of California:

The only question which can possibly arise in this connection is as to whether the present forest reserve system is intended to provide for the situation which confronts us in relation to the King's River Park. As we understand the reasons for the establishment of the forest reserves, they are to aid in conserving the forests and water and grazing areas of the lands which they include, and to supervise their use, having in view the best interests of the public at large. As we understand it, the reserves have been established for utilitarian purposes only, and in order that the timber may be cut and the water used for power and the grazing land be pastured to the best possible economic advantage. In other words, their object is primarily commercial in its nature.

On the other hand, we feel that in the case of most of the area described in this report the commercial element should be eliminated almost entirely if not absolutely. The scenery of the region described is by far too wonderful and sublime to permit of the destruction or alteration of any of its component parts. No portion of the forests should be cut for lumbering purposes, and in fact most of it is too inaccessible to be commercially valuable; the beautiful falls should not be despoiled for power purposes, nor should the limited grazing area be used by others than the campers and travelers who journey thither to view the natural wonders of the park. In this limited region the aesthetic and scenic features are of paramount importance. Their commercial value even, in attracting the countless numbers who some day will visit this scenic area, will outweigh all other considerations. This area should be permanently set aside "for public use, resort, and recreation." The wild animals within its borders should also be preserved as they are in National parks.

In view of such unanimity of opinion as to the scenery and its suitability for National Park status, what, it may be asked, has hindered the consummation of complete conservation? The answer echoes back from the granite walls of the canyon itself, across its flowery meadows and through its forests of pine and fir! The natural resources of the region are desired for commercial

use and exploitation. The waterfalls mean hydro-electric power. The meadows on which thousands of visitors might camp now graze thousands of cattle. The forests which shelter the traveler from the noonday sun may be sawed into lumber for more cities and more packing-boxes. The issue is the old, old issue between the public weal and private gain, in this instance complicated by the apparent necessities of the irrigationists of the San Joaquin Valley, chiefly of Fresno County, who are dependent on the water of the Kings River to irrigate a million acres. Those irrigationists believe that they need the upper waters of the Kings River to produce "standby power" to be used chiefly on the pumping plants which must be operated in the valley at all seasons when the river is too low to fill the irrigation ditches, virtually for nine months of each year.

The phrase "apparent necessities of the irrigationists" is used advisedly. There is serious doubt whether the cost of constructing the proposed power developments is not so great that their net economic value would be very slight, perhaps a negative quantity. Even before the recent improvement in steam plants, the great power companies who carefully inspected the Kings River projects found them not economically feasible. In the Sequoia National Park the Southern California Edison Company has failed to develop projects more accessible, based on rights antedating the National Park Act of 1916.

But water and power are touchy subjects in the semi-arid San Joaquin Valley and doubtless the irrigationists have good reasons for their opposition to a Kings River National Park unless it contains a provision protecting their right to develop water-power. It should be noted, however, that the irrigationists' plans for water-power development of the Kings River are largely outside the area which it is proposed to include in a National Park. The three higher reservoirs and power-houses in the scenic area develop only the following power:

	Kilowatt hours
Paradise Valley, proposed, power-house No. 1 . . .	20,000
Cedar Grove, proposed, power-house No. 2 . . .	10,000
Tehipite, proposed, power-house No. 3	<u>30,000</u>
	60,000

while the lower power-houses, outside the scenic area, would develop 190,000 kilowatt hours, over three times as much as

those which would ruin some of the finest untouched scenery in the High Sierra.

In 1921, two men, as competent to judge as any the Nation contains, visited the Kings River Canyon and reported on its apparent value for economical or recreational purposes. Desmond Fitzgerald, civil engineer, and Frederick Law Olmsted, landscape architect, spent several days appraising scenery and water-power and wrote a report of the region which is a model of conciseness and clear thinking.

As Olmsted and Fitzgerald have said, "It is for the Nation to make up its mind whether it will pay the price for the permanent reservation of the Kings River Canyon." And there are many of us who believe that the price paid, or any price, will be more than repaid by the preservation of pristine scenery and by the values, both economic, recreational and spiritual, which will offset the loss of water-power, lumbering, and grazing.

As long as the Kings River Canyon was reached only by trails, the problem of its status was less urgent than, for instance, the preservation of the coast redwood forests and other areas reached by roads. But today the reverberations of jack-hammer drills and the snorts of steam shovels are heard beyond General Grant National Park, where a California State Highway crew is pushing a fine 20-foot state road toward the canyon, the meadows, the forests, and the mountains which for all past time have been reached only by those who would face the comparative hardships of the trail. Several miles of road have been built, and the virgin canyon will soon be despoiled by a motorized civilization unless every known precaution is taken to protect its natural beauty and to subordinate immediate economic development to true conservation. No small problems of police, sanitation, hotels, pay and public camps, and so forth must be met. Another Yosemite is being opened up by roads; indeed a greater Yosemite, for the canyon of the Kings is longer and deeper than its sister to the north.

The American Civic Association initiated the movement which brought about the creation of the National Park Service in 1916, and it has since supported every move to better the Service and to maintain the standards of existing National Parks. No other problem of scenic conservation now confronts the Association of more importance than saving the Kings River Canyon.

THE FLORIDA EVERGLADES

EDITOR'S NOTE.—Public attention was directed to the unique beauty of Florida's Everglades by Ernest F. Coe. As noted by Director Albright's opening article, an official inspection of the Everglades was made by the National Park Service, under the Act of Congress. We have asked Mrs. Owen, who accompanied the party, to describe what she saw, and Dr. Bumpus, of the American Association of Museums, to outline the scientific and educational features of the region for the benefit of Annual readers.

What We Saw on Our Inspection Trip of the Everglades

By RUTH BRYAN OWEN, Member of Congress from Florida

I HAVE often wondered at the extraordinary variety in the scenic beauty of the United States. In European countries it is, in almost every instance, possible to select a typical scene, or at most, two or three scenes which will suggest the general type of its landscape. In this country Nature speaks in many tones, and every individual temperament can find somewhere within the boundaries of our country the type of scenery which speaks most inspiringly to him.

Because the tropical loveliness of Florida has always had a strong appeal to me, and the charm of it recaptures my senses each time I journey down from northern winter into its color and bright sunshine, I was delighted to seize upon the visit of the National Parks Expert Committee to Cape Sable as a valid excuse to return to my State; and thirty hours after I left Washington, in the dark and cold of a winter night, I awoke in midsummer sunshine in Miami.

In planning for the visit of the National Park experts who were to pass on the availability of the southwestern tip of the Florida peninsula as a National Park, the local Committee omitted only one possible viewpoint. We were to see the territory from the air. We were to travel the roads by car and navigate the waters by boat. Only the submarine was omitted from the schedule, and, having more than once peered down into strange gardens of purple sea-fans through the bottom of a glass bucket propelled before me as I swam, I can testify that there is still a wonderland in Florida which the visitors did not explore.

The first lap of our journey was to be made by air in the big

Goodyear blimp which awaited us at the Opa-Locka hangar. I hope the rest of the party were able to pay attention to the landscape below them. I confess that the behavior of the balloon distracted my attention. It was so much more docile and amenable than I had expected. With impressions of ballooning in the early 80's still lingering in my mind, I had expected to see sand-bags thrown out, anchors dropped over the side to catch in neighboring trees, if we were lucky—or drag along at the mercy of the breezes if it failed to grapple and find an anchorage. Instead the big balloon responded to the man at the wheel with the greatest precision. Apparently a fin or tail movement guided the dirigible which both looked and acted like a trained whale.

We sailed out over the Everglades country, great stretches of mottled green, glistening with silver, where the saw grass and palms gave place to swamp or lake. Once a wild turkey rose, to flash away as we circled lower. Deer ran across the savannas. In a three-hours' trip, varying in height from 300 to 4,000 feet, an inspection of an area was possible by the Committee that would have taken them months to make on foot or aboat, with great hardships, if it had even been possible to make it at all.

The smaller birds, which we were to see later at close range, whirled below us like white, swirling snowflakes. No matter how high we rose or how wide the view below us, the sun-drenched green world stretched off to every horizon. Having floated for miles over the Everglades, the dirigible pointed its nose back toward the hangar and came to its terminus with the precision of a street-car. At the hangar, automobiles waited to carry the party 85 miles down to the southern tip of Florida and over the bridges which connect the Keys with the mainland. Our first day's journey closed as we boarded the house-boat, waiting at Lower Matecumbe. Its lighted windows sent a welcome through the tropical twilight.

The cruise to Shark River carried us past long reaches of gleaming white sand, fringed with cocoanut palms—white beaches set with palm trees and calculated to set the most staid imagination roving. So little has been changed here since the times of the pirates of the Spanish Main. Chests with doubloons and "pieces of eight" may well be buried in these sands. Other treasures are certainly hidden in wrecked ships

somewhere below this shining water. Nothing has been changed in the intervening years on this remote coast of Florida. Even Good Man Friday has left no footprints on these quiet beaches.

In Shark River the stream flows between dense tangles of mangroves. These mysterious trees stand on tiptoe with all their exposed interlaced roots in a serpentine growth between trunk and earth. Although no alligator showed himself to our party, I feel sure this stretch of the river must know his kind. Something must creep through the shadowy forests and drop into the dark waters under the mangrove roots.

Often a bend in the river gave us a vista of low meadows with occasional islands of cabbage palms rising above the lush grass.

Birds, although startled by the presence of our boat, had still something leisurely in their flight. We sometimes left the house-boat and went exploring in the small craft. Following the course of an old canal, we visited the rookery of the white ibis in the 'Gator Lake. More than three thousand great white birds were counted along the lake-shore. They scarcely stirred as we came near them, and even the great fluffy baby birds, with their grotesque bills, regarded us steadily over the side of their nests without fright. In the branches of the mangroves the ibis had built their nests of sticks, and with a vast wilderness at their disposal the rookeries are crowded bird tenements.

Hundreds of sandpipers rose in a cloud as we passed the marshlands. As the flock moved in one direction it was gray, and, swinging about, it was white, as the birds turned in their flight.

Several times we caught the rose-pink gleam against the skies as the beautiful roseate spoonbill flew above us.

The airplane which was to call for me and carry me back from these deep woods and still waters into a work-a-day world alighted on the water by the house-boat at sunset. The after-glow had left the sky and water as pink and shiny as the inside of a shell. The plane rose from the glowing water and we began our flight toward Miami. Soon the color had faded out of the sky and all of the land below was dark gray and all of the water of the rivers and lakes was pale gray. Then into this shadowing world, a moon, as big and red as a tangerine, rose out of the sea and made a shining path across the water of the bay. Beyond this path the lights of Miami began to shine through the night.

The Educational Value of the Everglades

By HERMON C. BUMPUS, American Association of Museums

WHILE science, education, and constructive recreation are so interwoven that they cannot easily be separated, I am presenting the educational aspects of the Everglades.

Geography.—From a geographical standpoint the area extends 50 miles nearer the equator than the southerly projection of Texas. It is the tip of a huge promontory, separating the ocean and gulf, and penetrating the territory of the Greater Antilles. It is destined to become—it already is—the gateway for aerial traffic entering the country from the Bahamas, Cuba, Yucatan, Central America, and the Spanish-American republics. The "Glades" and surrounding areas—keys and inlets—at present occupy the largest unsurveyed, unexplored and unmapped geographical territory within the limits of the United States. Their wide expanses—monotonous were it not for the recurring hammocks, their staging of the struggle that is going on between land and water, the entrancing shoreline, with its warm, shallow bays, rich with life, bright in color, bordered by shelly beaches, fringed with palms and illuminated by an incomparable sky, produce a dramatic effect of very unusual drawing power. There are no mountains, not even hills, but there is a gorgeous ocean—oceans are rare in National Parks. A quadrant centered at the tip of Florida with its radii extending to New England in the northeast and the Mississippi in the northwest, includes 70 per cent of our entire population. Americans are emphatically itinerant, if not even nomadic.

Climate.—The climate of the Everglades is quite different from that of other parts of Florida. Barring our remote and insular possessions, it is the only considerable area where experiments on strictly tropical animal and vegetable life can be carried on. Indeed, it is the only place where extensive experimentation has been carried on. The fact that the peak in the attractiveness of the climate occurs during the winter months—at the very time that thousands are desirous of avoiding the cold of the north—combined with our improved National Highways, guarantees a wide public approval of any measure that may be taken to preserve and develop the scientific value—the

recreational worth—of this enchanting territory. The climate of the Everglades and of the adjoining shoreline and keys is a distinct National asset.

Geology.—Concerning another science, geology: One finds here a part of the continent in the process of making. Examples of erosion and vulcanism are plentiful in our National Parks. Lava, granite, sandstones, and limestones—the latter bearing fossils and footprints—abound. But here in the “Glades,” a luxuriant vegetation, some of it representing plants of great antiquity, is depositing a stratum of sediment, rich in carbon, over the underlying calcareous rocks—we catch nature in the very act of coal-making. Along the shoreline and in the warm, shallow bays, animal and plant forms are now living in profusion, and some of these are lineal descendants of the invertebrates and algae of the paleozoic seas, their skeletons actually entering into the composition of the limestone now in process of formation, and giving in places an almost unbroken series from the extinct forms of the past down to the living forms of today. The beach at Cape Sable, extending for miles, is in certain places a mass of seashells sufficient to supply the children of tourists for a thousand years.

Anthropology.—The science of geology culminates in anthropology. The story of the Seminole is interwoven with that of the Everglades. The primitive Indians still maintain their independence, self-sufficient and five hundred strong. Where is there another tribe that has had the fortitude successfully to resist the encroachment of the whites and the ability to retain the land of their forefathers? The evidences of earlier, prehistoric occupation are abundantly present, but subject to destruction if some mode of preservation is not promptly adopted. Anthropological data once lost is lost forever.

Zoology.—Anyone who had the privilege of visiting the marine aquarium—until recently at Miami—must have obtained some idea of the abundance, variety, and beauty of the life characteristic of the tropical waters of ocean and gulf. To mention tarpon and sailfish is probably unscientific, but sportsmen are often keen students of nature and, as implied above, there are no sharp lines between science, education, and recreation. The fact that after a thorough study of the entire coastline, the Carnegie Institution of Washington established its

marine laboratory at the Dry Tortugas, and the U. S. Bureau of Fisheries built its tropical station at Key West, is convincing evidence of the scientific importance of the waters embraced within the territory under discussion. The exploration of these waters has hardly begun. There is much scientific and educational work yet to be done.

The ceaseless slaughter of noble birds in this great natural aviary continues. In a park the existing species would be preserved.

What is true of birds is true of mammals. The manatee is almost extinct, bears are infrequent, and deer no longer abundant. The writer recently saw three hundred coon skins being cured on the deck of his power-boat by a single trapper. (There were two barrels filled with steel traps, not to mention other agencies of extermination.) It is not, however, too late to avert an impending calamity. Although several splendid faunistic types have been eliminated, there is a sufficient number of breeding individuals of remaining species, in the remote, unfrequented localities of the Everglades, to justify the belief that restoration in many cases—if undertaken at once—is still feasible.

There is no area in the United States where science has more to lose, and lose quickly, if measures are not immediately taken to place a large section of the Everglades, the outlying islands, and many of the keys under Federal control, and there is no practical way of doing it except by establishing a National Park. Once established, it will promptly take rank, second to none, in its scientific, educational, and recreational values.

Botany.—The botanists have been most vocal in their declarations concerning the need of promptitude in preserving for themselves and future workers this unique outdoor laboratory. Its importance to every university and college of the country cannot be questioned. Neglect, ignorance, and ill-advised exploitation have already entered the domain. Fire has exacted its toll. Foolish drainage schemes have left their paths of ruin, and at the present time practically nothing is being done to prevent the destruction of the most attractive and scientifically valuable “garden and arboretum” that Nature has given us.

The fate of this priceless possession lies now with those who officially appraise its value and decide whether it is or is not to be accepted and controlled by the Federal Government.

National Park Planning

By HORACE M. ALBRIGHT, Director of National Park Service,
Washington, D. C.

EDITOR'S NOTE.—The relation between planning and parks is becoming closer and better understood. Our readers will find much food for thought in the plans for rounding out the National Park System and for making the parks of the greatest use to their owners—the people of the United States.

THESE are days of planning in the National Park Service. Every executive and specialist in the Service is engaged in developing one or more plans or programs or both.

The most important program under consideration is naturally that which relates to the completion of the National Park and Monument System, through addition of new members, or extension of the areas of existing parks and monuments. Congress is authorizing in the new Interior Department Bill funds for a study of proposed new parks and monuments, and for a survey of potential park areas whether now proposed for park status or not, especially on the unreserved public domain. This work will begin on July 1, 1930. In the meantime, we are listing the various proposals on record in the Department, and gathering material that will aid the study when undertaken.

It is not expected that many new National Parks will ever be established, because there can be only a few areas, measuring up to the standard of the National Park System, still open to consideration. It may be, however, that monument areas will be numerous.

The park extension program includes some very important projects, such as the addition of the South and Middle (Tehipite) Forks of the Kings River to Sequoia National Park, or their dedication as a separate park. Others are the Upper Yellowstone and Thorofare addition to Yellowstone, the Never Summer Range extension of Rocky Mountain, the eastern and northern additions to Grand Teton, further areas both north and south of Grand Canyon to be included in the park of that name, the change in the east line of Glacier Park to bring the lands between the present boundary and the new highway across the Blackfeet Reservation into the park. Small additions to Zion and Bryce Parks are also proposed. Most of these extensions of park territory affect National Forest lands, and agreements

with the Forest Service have been made in some cases and in others are under way.

Another feature of the program for the completion of the National Park System is the bringing to the Service the National Military Parks such as Gettysburg, Vicksburg, Chickamauga, and Chattanooga, and others rich in historic interest and now administered by the War Department. Already there are some historical monuments in the West under our jurisdiction, and recently Congress charged us with the care of Wakefield, the birthplace of George Washington, the birth-house of which is to be restored in coöperation with the Wakefield National Memorial Association.

Another important historical monument project is the one which would establish the Colonial National Monument including Jamestown, the battlefield of Yorktown, and parts of Williamsburg—legislation that is discussed elsewhere in this Annual.

Bringing together in one system the great historical shrines and landmarks, magnificent scenic parks, and the parks and monuments of scientific interest to the Nation would be a step in line with action of other countries, notably Canada, which long ago consolidated her national parks and memorials under one bureau.

So much for planning the completion of the National Park and Monument System. It is a tremendously important job and will take several years to carry it through to reasonable success.

The primary function of the National Park Service is to protect its territory, and, except in historical monuments and parks where restoration is sometimes necessary, we are charged with the duty of maintaining these areas in their natural state. In the big mountain parks we are setting aside wilderness areas which are not to be opened by roads. Trails only will penetrate these fastnesses, and the rider with pack train and saddle horse, and the hiker, will be their only users. Still more completely protected regions will be research reserves, set apart and completely protected from all use except by men and women interested in the research side of the study of the natural sciences. There are several officers of the National Park Service giving attention to the plans for these wilderness and research reserves.

Another important protective program is that relating to

care of the park forests, which include some of the finest primeval timber stands that the Nation possesses. A fire-control expert, assisted by the chief rangers in the various parks, is completing an elaborate set of fire-plans for each National Park. These are based on studies of the topography, ground-cover, forest species, weather records, and other factors governing fire-control and suppression. The plans provide for lookouts, telephone lines, pumps, tools, trucks, and other equipment, patrols, organization charts for quick assembling and control of fire-crews, and detailed instructions for meeting various types of emergencies. Congress is already showing its confidence in these plans by greatly increasing our appropriation for fire-prevention and suppression.

Closely related to protection of the forests from fire is the problem of protecting them from the ravages of insects and disease. Scientists of the Bureau of Entomology and Plant Pathology are coöperating with us in studies of our forests and in the preparation of plans to control insect infestations and disease, especially the white pine blister rust which is already menacing some of our finest timber.

Next to protecting our precious scenic treasures and historic shrines, the National Park Service must make them reasonably accessible in order that they may be seen and enjoyed. Roads have been under construction for several years, our first road program having been adopted by Congress in 1924. Subsequently standards were raised and in 1926 a new ten-year program was developed. It provides for building new highways and reconstructing old parts of the then-existing system at a total cost of \$51,000,000, this work to be carried on at the rate of \$5,000,000 per year. Congress adopted this program in 1927 and is providing the necessary funds to execute it.

While road- and trail-building constitutes our most extensive construction activities, equally important, and in some cases of greater importance, is the construction of administrative headquarters, ranger stations, and other buildings essential in the operation of the parks and monuments. Our Landscape Architectural Division, which has headquarters at San Francisco, is making plans for all administrative sites.

The landscape architects of the Service also plan all buildings to be erected by the Government in the parks. They use stone



Middle Fork of the Kaweah in Sequoia National Park

Courtesy National Park Service



Mt. Rainier National Park Administration Building

Courtesy National Park Service

and timber—native materials—and all structures are carefully fitted into the natural environment, thus making them as inconspicuous as possible.

Camp-grounds are necessary in the larger parks, and these, too, are laid out on a grand scale because of the great number of people that use them. They are hidden from the main highway wherever possible because at best they are somewhat unsightly. Here landscape architects and sanitary engineers of the Public Health Service plan together in perfect harmony.

Hotels, lodges, and other facilities for the accommodation of the public in the National Parks are erected by utilities operating under franchises of the Department of the Interior. All structures erected by them are located by the landscape architects of the Service, and all plans for the development of areas assigned to them are submitted to us for approval. We have recently required all public utility operators to look ahead and prepare plans for the development of their properties during the next five years. They have submitted some very interesting programs which we must now scrutinize and fit into our own five-year building program and the ten-year road- and trail-plans.

Next there is the planning of the use of the National Parks and Monuments. Camping, motoring, hiking, and other similar recreational activities are easily directed by the rangers on the ground. Facilities for such uses are provided by the utilities and by the public camp-grounds, the roads, and the trails. Fishing is another story. The streams and lakes must be kept stocked. Last year, in coöperation with the Bureau of Fisheries, a fish culturist was employed to plan more extensive fish-rearing and planting operations in the parks and to secure more assistance from the States. He is surveying the park waters and planning hatcheries, rearing-ponds, and other facilities for improving the sport of old Izaak Walton.

The educational opportunities of the National Parks and Monuments are extraordinary. Furthermore, the visiting public is seeking information regarding the things they see in these places, and there is a real thirst for knowledge of natural history. In 1920, Director Stephen T. Mather started nature-guide work in Yosemite as a Government activity. It has grown at a rapid rate, and has so interested Congress that funds for this work will approximate \$100,000 next year.

Plans for the current activities of our educational department have recently been completed by our Chief Naturalist. Detailed plans for educational work in the individual National Parks and Monuments are in preparation. Museum development has been planned by Dr. H. C. Bumpus under the American Association of Museums, and already large and important museum activities have been established in Yosemite, Yellowstone, Grand Canyon, and Mesa Verde, with beginnings in several other parks.

Passing on the general educational plans and advising us on all phases of this work is the Educational Advisory Board under the Chairmanship of Dr. J. C. Merriam, President of the Carnegie Institution of Washington. With the advice and support of this group of distinguished men, we have been able to secure a new assistant director to head and direct the Washington end of our educational activities. He will bring all plans for these activities into complete correlation as soon as he establishes his division here.

Related to these educational activities, and very important from the standpoint of park administration, is the work of our little wild-life study division financed by Naturalist George Wright and his associate Dr. Joseph Dixon, formerly of the University of California, but now members of our staff. They are studying difficult situations such as the deer and bear problems in various parks, and ecological problems affecting protection of the parks and their enjoyment by the public. They have planning to do as a result of their studies.

Finally there is in our San Francisco office the Chief Engineer, studying a wide variety of miscellaneous problems and planning their solution.

So we are carrying on the high ideals that our late Chief, Stephen T. Mather, set up to guide the National Park Service, and in this period of stabilizing policy, completing the Park and Monument System, and planning its future protection and development. We hope we will attain, with the assistance of the American Civic Association and our other coöperators, the success and public approval that crowned Mr. Mather's noble work as the builder of the bureau, its policy structure, and its National popularity.

HOUSING

Public Works

By JOHN M. GRIES, Chief, Division of Public Construction, United States
Department of Commerce

THE importance of public works construction came before the public shortly after the recent stock-market crash. President Hoover at that time called attention to the "energetic yet prudent pursuit of public works by the Federal Government and State, municipal, and county authorities" as one of the largest factors that could be brought to bear for sustaining business and employment during a period of severe strain. In response to his statement, the Federal departments, the governors of many of the States, and hundreds of county and municipal public works officials took active steps to carry out the program.

Studies within the past year have thrown much light on the amount and character of public works construction and its part in our National economy. The American people are spending at the rate of more than \$3,500,000,000 a year for the construction of public works, including some of the maintenance and repair of existing structures. Of the total, over half is spent on rural highways and city streets, and more than one-fifth on buildings, of which schools are the largest subclass. Publicly owned utilities, such as waterworks and sewers, waterways, land-reclamation, and floating equipment, including naval vessels, together with miscellaneous items, amount to about one-fourth.

The movement to control public works construction with reference to business and employment conditions served to re-emphasize the advantages of long-range planning. With a comprehensive plan, a city can go ahead with buildings and other improvements, confident that they will fit in with future improvements and be within its financial resources.

If a program provides for an average expenditure of \$2,000,000 a year for ten years, and plans are well worked out in advance, it is a relatively simple matter to throw, say \$2,500,000 or \$3,000,000 worth of work into a single year when business

and employment conditions are unfavorable. By so doing, the citizens as a whole may remain more prosperous and carry their tax burdens more lightly.

Unfortunately, comparatively few of the 800 municipal planning commissions have really good comprehensive plans and keep them up-to-date. There seems to be no reason why more universities, hospitals, and other public or quasi-public institutions should not plan their physical development in advance, and thus be in a position to do more of their work when employment is slack.

Although the Federal Government is spending in the neighborhood of \$275,000,000 (exclusive of highway aid to the States) for construction and maintenance work this year, less than one-tenth of the total for the country as a whole, it has done much to encourage advance planning. The Federal Highway Aid Act, under which the Government has been contributing upwards of \$75,000,000 a year toward State road-construction, provided for an interconnected system of State highways, and involved the creation of State highway departments in States where they did not exist.

Through the Division of Building and Housing of the Department of Commerce and the Advisory Committee on City Planning and Zoning, which is associated with it, and by creating the National Capital Park and Planning Commission, the Federal Government has made further contributions to the planning movement.

In many of its own departments, good examples of planning may be found, as in the case of the ten-year program providing for the erection of post offices and other Federal buildings in cities throughout the country. The War Department is now carrying out a ten-year army-post housing program, subject to annual appropriations by Congress, and the Department of Justice has worked out a seven-year program of construction for Federal penal institutions. The Federal Government as a whole, however, has not yet a coördinated public works program.

Another recent development has been more careful scrutiny of the economic and social advantages of public improvements. Such scrutiny has tended to confirm the importance to the community of adequate expenditures for streets, parks, schools, and other undertakings within its financial resources.

*Construction Programs of Federal Government***I. FEDERAL GOVERNMENT****1. PUBLIC BUILDINGS**

1. Post offices
2. Courthouses
3. Custom houses
4. Inspection stations
5. Prisons and penitentiaries
6. Hospitals
7. Departmental Buildings

2. HIGHWAYS AND ROADS

1. Federal-aid roads
2. National Forest roads
3. National Park roads
4. Roads in army posts
5. Roads in naval stations

3. WATERWAYS AND PORTS

1. Canals
2. Dredging of rivers
3. River improvements
4. Levee construction
5. Revetments
6. Sea-walls

4. RECREATION

1. National Parks
2. National Monuments

5. MISCELLANEOUS

1. Lighthouses
2. Army posts
3. Naval stations
4. Agricultural stations
5. Reclamation

*Construction Programs of States***II. STATES****1. BUILDINGS**

1. Capitols
2. Offices for State officials
3. State universities
4. State schools
5. State normal schools
6. Libraries
7. Insane asylums
8. Homes for the aged
9. Homes for the deaf, dumb, blind
10. Penitentiaries
11. Armories
12. Homes for orphans
13. Reformatories
14. Homes for soldiers and sailors
15. Agricultural experiment stations
16. State police stations
17. Courthouses

2. MISCELLANEOUS

1. Highways
2. Canals
3. Grade crossings
4. State industries
5. State Parks, etc.
6. Bridges
7. Military training camps
8. River improvements

*Construction Programs of Municipalities***III. MUNICIPALITIES****1. BUILDINGS**

1. Asylums
2. Armories
3. Auditoriums
4. City halls
5. Courthouses
6. Fire stations
7. Homes for aged
8. Homes for orphans
9. Homes for deaf, dumb, and blind
10. Houses of correction
11. Hospitals
12. Jails
13. Libraries
14. Memorials
15. Museums
16. Police stations
17. Schools
18. Miscellaneous

2. UTILITIES

1. Water mains, etc.
2. Filtration plants
3. Lighting
4. Sewers
5. Sewage-disposal plants
6. Incinerators
7. Miscellaneous

3. STREETS AND BRIDGES

1. Opening new streets
2. Street paving
3. Street widening
4. Street repairing
5. Sidewalks
6. Grade separations
7. Grade crossings
8. Underpasses
9. Viaducts
10. Street improvements
11. Bridges

4. RECREATION

1. Bath-houses
2. Golf courses
3. Parks and playgrounds
4. Swimming-pools
5. Stadiums

5. MISCELLANEOUS

1. Airports
2. Docks and wharfs
3. Harbor improvements
4. Markets
5. Memorials

*Construction Programs of Counties and Townships***IV. COUNTIES****1. BUILDINGS**

1. Courthouses
2. Hospitals
3. Homes for the aged
4. Homes for orphans
5. Poor farms
6. Schools
7. Jails
8. Miscellaneous

2. ROADS AND HIGHWAYS

1. Roads
2. Bridges and culverts

3. DRAINAGE

1. Ditches
2. Sanitary sewers
3. Flood-control

4. MISCELLANEOUS

1. Grade separations
2. Grade crossings
3. Sewers
4. Parks

Private Construction Program

By F. STUART FITZPATRICK, Manager Civic Development Department,
United States Chamber of Commerce

IN THE PAST, discussion of the possibilities of using construction as a flexible element in our economic system for the purpose of smoothing out or at least reducing the extreme ups and downs of business activity has centered largely on public construction. This was so because it was thought that only public construction could to any measurable extent be controlled. Recent experience has shown us conclusively, however, that in the future any public works plan must include private as well as public construction. In the organized effort initiated last fall (1929) to offset as far as possible a recession in industry and trade, and maintain employment, no distinction was made between public and private construction as far as their importance as potential stabilizing factors is concerned, although the methods used for expediting work in these two fields were necessarily different.

Private construction could be made a part of this organized effort because of the extraordinary development which has taken place in the past decade in the organization of business interests in trade and commercial bodies. Courses of action voluntarily agreed upon at representative meetings (at the top) had significance because they were carried back through recognized trade channels to the individuals responsible for decisions to go ahead or not to go ahead with scheduled construction work. The aim of the program was to maintain as far as possible the existing volume of construction, and, wherever practicable, to speed it up. Because of the time-lag in getting under way large construction projects, considerable attention was given to stimulating repairs and improvements of industrial, commercial, and residential property. No coercion was or could be brought to bear. The whole movement rested on a voluntary basis. Individuals were requested to coöperate within the limitations of prudent business judgment.

Following the October-November series of White House conferences with representatives of various interests, President Hoover requested Julius H. Barnes, Chairman of the Board of the United States Chamber of Commerce, to call together

representatives of all the important industrial and trade groups to consider measures looking to the maintenance of the National business momentum. This meeting, composed of approximately four hundred business executives, and called the National Business Survey Conference, was held in Washington on December 5, 1929. It elected Mr. Barnes its permanent Chairman and authorized him to create the necessary committees to carry out the objects for which it was called. Through reports of conditions and prospective activities, and through the announcement by representatives of the public utilities, railroads, and other groups, of construction work definitely scheduled for 1930, the Conference laid the factual and leadership foundation for the organized effort which followed.

The place and importance of construction in this undertaking was stated by President Hoover in his remarks to the December 5 meeting of the National Business Survey Conference, as follows:

The third line of action has been to undertake through voluntary organization of industry the continuity and expansion of the construction and maintenance work of the country, so as to take up any slack in employment which arises in other directions. The extension and organization of this work are the purpose of this meeting. The greatest tool which our economic system affords for the establishment of stability is the construction and maintenance work, the improvements and betterments, and general clean-up of plants in preparation for cheaper production and the increased demand of the future. It has long been agreed by both business men and economists that this great field of expenditure could, by its acceleration in time of need, be made into a great balance-wheel of stability. It is agreed that its temporary speeding up to absorb otherwise idle labor brings great subsequent benefits and no liabilities. A very considerable part of our wage-earners are employed directly and indirectly in construction and the preparation and transportation of its materials. In the inevitable periods when the demand for consumable goods increases and labor is fully employed, the construction and maintenance can slacken and we actually again gain in stability. No one would advocate the production of consumable goods beyond the daily demand; that in itself only stirs up future difficulty.

The evidence to date (March, 1930) is sufficient to warrant the statement that this organized effort to expedite construction has obtained results. In the field of private construction, the public utilities and railroads announced planned expenditures for construction and capital expenditures, including equipment

and improvements of permanent way in 1930 amounting to \$3,250,000,000, as compared with \$2,863,000,000 in 1929. These announced plans have been adhered to and have reflected themselves in the records of contracts and orders awarded since the first of the present year.

Construction in 1930

By THOMAS S. HOLDEN, Vice-President in Charge of Statistical Division
F. W. Dodge Corporation

PUBLIC building and engineering work in 1930 will be more likely to increase substantially over the volume of previous years than private building work, and this for two important reasons. The first reason is that the President's conferences for stabilizing business, held in November and early December, 1929, pointed out the necessity of an early revival of construction activity for initiating a revival of business and the desirability of large programs of public works for maintaining employment during the period of waiting for private building work to revive. The second reason is that the country has actually fallen considerably behind its needs in providing those public building and engineering works required for the convenience and efficiency of community life and activity. Per capita building expenditures for building work rose from \$30.83 in 1921 to \$65.77 in 1925, the period of our great post-war construction and industrial expansion. This was an increase of 113 per cent. During these years the rate of increase in per capita expenditures for civil-engineering work was much less than for building work: from \$5.62 in 1921 to \$8.62 in 1925, an increase of only 53 per cent. During the period of most rapid building expansion, engineering development lagged behind. Even though our per capita building expenditures have dropped off since 1925 and per capita engineering expenditures have continued to increase each year through 1928, the demand for the latter class of work has not yet been fully met.

The records of expenditures since 1925 for *per capita* construction, estimated for the entire United States, are as follows:

PER CAPITA CONSTRUCTION EXPENDITURES
Estimated for entire United States

Year	For Building	For Engineering	For Total Construction
1925	\$65.77	\$8.62	\$74.39
1926	64.28	10.50	74.78
1927	59.86	11.44	71.30
1928	60.60	11.96	72.56
1929	52.08	10.95	63.03

Last year, 1929, saw the first recession in per capita engineering expenditures since 1921. The volume of public engineering projects, and of public building projects, too, planned in 1929 was far in excess of the amounts actually contracted for, leaving a very considerable carry-over of demand for these classes of work into the year 1930. As a double consequence of this actual economic demand and of the speeding up of this class of work by the influence of the Federal Government, contracts for public works and utilities projects were let in larger volume in January and February, 1930, than in like months of any previous years, affording some relief to a situation in which the current volume of private building contracts was lower than it had been in a number of years.

While public work has at times a tendency to lag behind the community's needs, private building work usually anticipates demand. Private construction work generally is pioneering work undertaken by people who look ahead to see what their families, their business, their communities will need next fall, next year or five years hence. Construction takes the savings of yesterday and spends them today for the needs of tomorrow. Construction investment, providing in advance for the growing requirements of a growing population with increasing wealth, by its expenditures augments the volume of general business and accelerates prosperity. It is so intimately bound up in the economic growth of the country that it is safe to say that the general trend of construction is bound to be upward so long as our population and wealth are growing. A decline like that of 1929 is but a temporary interruption of the country's economic growth.

Last year's construction decline, mainly financial in origin,

was perhaps necessary as a corrective of the somewhat too rapid residential building expansion of our large cities. Residential building suffered by far the most serious decline of any important class of work in 1929, dropping 28 per cent behind 1928 in dollar totals. The general decline for all classes of construction was 13 per cent. It is to be noted that, in the twelve cities with populations of 500,000 and up east of the Rocky Mountains, the decline for all classes of construction averaged 24 per cent; in the 62 cities of population from 100,000 to 500,000 the decline averaged 12 per cent. Construction expenditures in all communities outside of cities of 100,000 and up averaged a 5 per cent decrease last year.

If all our cities had had continuously increasing volumes of building right up to 1929, there would be reason to believe that a fairly extended period of readjustment would now be called for. But the fact is that some cities had their peaks of boom activity in 1925, others in 1926, others in 1927, and only a few as late as 1928. Adjustment of demand to supply goes on all the time; it has been going on in many localities for two, three, or even four years.

As the year 1930 progresses, demand for residential building work should increase. Contracts for this class of work were meager in the first two months of the year, but no revival of residential building can reasonably be expected in the winter. In general the demand for residential building of all classes was stronger at the opening of 1930 than it was a year previous. Curtailment of this class of work in 1929, to the extent of a 28 per cent decline from the preceding year, was due in large part to diversion of funds from savings banks and building and loan associations into stock speculation; it went a long way toward correcting the oversupply of residential building in many localities. On the whole, residential building is due for revival in 1930. With the slow start made in this class of work in 1930, the extent of the probable revival is difficult to estimate. Total expenditures for this class of work should equal those of 1929, and possibly exceed them.

Commercial and industrial building expenditures were very large in 1929, considerably above those of the preceding year. They usually increase in a period when general business activity and stock market operations are on the up-grade. They are, in

consequence, less likely to increase in 1930 than some other classes of work. Large office buildings in particular seem to be in less demand this year than in 1929; building of this class will be likely to start on the up-grade again after the many big buildings started in 1929 and only recently completed have leased their space and brought their vacancy percentages down to normal.

In general, we may summarize the prospect for the year 1930 as follows: substantial increases in public buildings and public engineering work, to which we may add electric power and public utility developments; a probable upturn in residential building; moderate decreases in industrial and commercial building. To these items of new construction should be added a large volume of remodeling, alteration, and modernization work. The recorded volume of expenditures on such work in years past has averaged from 10 to 11 per cent of the amount spent for new buildings. In the first two months of 1930, remodeling, alteration, and modernization work amounted to 18 per cent of the amount of expenditures for new buildings, a proportionate increase that bears out the belief that this kind of work is likely to be considerably increased in 1930.

**ESTIMATED ANNUAL CONSTRUCTION EXPENDITURES
IN THE UNITED STATES
Including public and private work**

Classes of Work	Average 1925-28	Year 1929	Prospect for Year 1930
Commercial and industrial	\$1,605,500,700	\$1,812,900,500	Over 1925-28
Public and institutional building	1,080,103,100	971,619,600	Over 1925-28
Total non-residential	\$2,685,603,800	\$2,784,520,100	Between these two figures
Apartments and hotels	\$1,489,968,000	\$879,149,800	Somewhat over 1929
One- and two-family houses	1,427,113,800	1,200,280,000	
Total residential	\$2,917,081,800	\$2,079,429,800	
Public works and utilities	\$1,252,947,300	\$1,333,504,400	Large increase over 1929
Miscellaneous small new buildings under \$5,000 each	\$971,000,000	\$740,000,000	Moderate increase over 1929
Miscellaneous remodeling and alteration work	\$815,000,000	\$740,000,000	Large increase over 1929
Totals	\$8,641,632,900	\$7,677,454,200	Between these two figures; perhaps nearer 1925-28

Better Homes in America During 1929

By JAMES FORD, Director Better Homes in America

DURING the past year, Better Homes in America has continued to develop and extend its educational services. Its primary purpose is to help all American families, and especially those of modest income, to a knowledge of the ways in which, at a minimum expense, they can make improvements in their own homes and premises. Such a task involves the dissemination of knowledge on designing, planning, and construction of inexpensive single-family houses, as well as the popularization of the results of studies made by the departments of Federal and State governments and private organizations. Among the subjects covered are the remodeling or modernizing of existing houses, the selection and arrangement of furniture and labor-saving equipment, landscaping of premises and home gardens, home play, home music, home libraries, and the problem of character-building in the home.

The National headquarters in Washington serves as an information center and appoints chairmen of local volunteer committees which have charge of the study of existing local conditions of home life, lecture programs, contests and demonstrations, to aid in the improvement of homes.

In the year 1929 the number of such local committees had grown to 5,960, or 5,195 more than in 1924. This rapid increase in local participation in the movement has been due largely to the formation of State committees which, in turn, have made recommendations for the appointment of county and local chairmen. In southern cities, Negro State committees have also been appointed, and there are territorial committees in Alaska, Hawaii, Porto Rico, and the Virgin Islands.

When Mr. Hoover became President of the United States, he asked Dr. Ray Lyman Wilbur, Secretary of the Interior, to succeed him as the President of the Board of Directors of this organization. President Hoover continues to serve as Honorary Chairman of the Board. In his introduction to the Guidebook for Better Homes Campaigns, Secretary Wilbur states:

The movement performs a great service by centering the attention of all groups within the community—business, civic, religious, and public—upon the needs for upbuilding the home, and upon the prac-

tical measures which they can reasonably carry out. Although the main emphasis is on practical measures, the educating of individuals and the mobilizing of community action, the movement could never have gained its firm hold in the minds of the American people, nor have commanded such widespread voluntary service, if it had not met a response in the highest ideals of our people.

In cities of 25,000 population in the United States, 52 per cent had Better Homes committees in 1929; nearly 40 per cent of cities of 10,000 to 25,000 population had committees; and nearly 30 per cent of cities of 2,500 to 10,000 had committees. In addition to these, there were 4,164 committees in communities of less than 2,500 population. Of 532 houses demonstrated by the local committees, upon which reports were received, 20 per cent cost \$1,500 or less, and were thus in reach of families of unskilled wage-earners. The average cost of a demonstration house in 1929 was \$4,089. More than half of these were old houses remodeled or reconditioned.

Many thousands of homes were improved as a result of Better Homes contests, but figures on such improvements are difficult to obtain. In Clay County, Arkansas, 1,500 houses were reported to have been improved between the 1928 and 1929 campaigns.

The Santa Barbara County program in California involved participation by eighteen communities under the direction of Miss Pearl Chase, General Chairman. Forty houses were used for demonstration during Better Homes Week, and seventy-seven home gardens were open for inspection.

In Pulaski County, Arkansas, twenty-two communities participated in the Better Homes campaign. There were also six programs in the county conducted by Negro committees. Twenty-eight rural homes, six of which were for Negroes, were demonstrated, and ranged in cost from a \$75 cabin to new houses, the highest priced of which cost \$5,500 to build. All of the demonstration houses were attractively furnished and in keeping with the needs of the families that might occupy them.

In Greenville, S. C., there were nine demonstration houses, the least expensive of which were for Negroes and industrial workers. Some of the houses were remodeled—one was designed by boys in the public school classes in carpentry; another was the home of the County Home Demonstration Agent; one was built from plans issued by the Architects Small House Service

Bureau; and the remainder were attractive brick homes of the suburban type, ranging in price from \$5,000 to \$8,000.

In Warren County, Mississippi, thirty-eight organizations joined forces in carrying out a Better Homes program. Nineteen houses were demonstrated, five of which were new and fourteen remodeled or reconditioned. Seventeen of these houses were in rural districts and two were homes for Negroes.

In Crittenden County, Arkansas, 90 per cent of the families took part and every community was reached. Sixteen hundred families competed in the improvement of homes and grounds, and twenty-four houses were used for demonstration, eight of which were in towns and sixteen in rural communities. In addition, there were seventy-one houses examined on tours in which 3,280 persons took part. It is stated that every civic organization in the county coöperated.

In Buffalo, N. Y., the Better Homes campaign centered about the demonstration of a home furnished and equipped by the home economics department of the public schools, while in Ames, Iowa, a demonstration home was furnished by the Applied Arts Department of the Iowa State College under the direction of the head of the Department, who was chairman of the Better Homes Committee. In Dade County, Florida, the central feature of demonstration was a "Thrift House" of seven rooms which were comfortably and attractively furnished for only \$150 through the salvaging and refurbishing of second-hand materials for interior decoration and equipment. In Knoxville, Tenn., the demonstration was a remodeled house of five rooms. In Seymour, Ind., a house designed and built by boys in the public schools and furnished by girls of a school sorority, under the direction of their teachers, was the central feature of the local campaign.

The 1929 Better Homes campaign was characterized by a much more general participation on the part of the extension departments of State colleges and universities, of State supervisors of home economics, and of professional groups interested in housing and landscaping. The reports of local committees clearly substantiated President Hoover's statement that:

By taking part in the Better Homes in America movement we can not only elevate our National life of today, but create and pass on a priceless heritage.

The Year in the Building and Housing Division

By JAMES S. TAYLOR, Acting Chief, Division of Building and Housing,
Bureau of Standards, Department of Commerce

THE year 1929, characterized by unsettling developments in general business and finance, was marked by a 31.6 per cent decrease from 1928 in the value of contracts for new residential buildings. This decrease is attributable, in part, to the difficulty in obtaining credit to finance new building operations and in part to overbuilding of various types of structures in various cities in advance of effective demand. The situation was accentuated at the close of the year by the decline in security values and in general business activity which, as is usual under such circumstances, reduced somewhat the demand for dwellings on account of the uncertainty as to future income of a considerable number of families. The decline was substantially greater in the case of new apartments than of one-family houses, thus checking the trend toward a greater percentage of apartment construction that has been evident for several years.

It may be remarked in this connection that there has been some misunderstanding of figures showing the number of "families" to be accommodated in buildings for which building permits are issued. The term "family" as used in that connection designates a housekeeping unit. Many of the apartment "families" consist of one, two, or three adults occupying but from one to three or four rooms, whereas the new one-family dwellings are ordinarily of at least five or six rooms and much more often are occupied by families with children.

A field study of small-house construction, undertaken during the year by the Division of Building and Housing, was designed primarily to make available information on the types of small houses that are being built in representative cities throughout the country. Although new houses represent only a small addition to the existing total each year, they are of great importance, because the main reliance for improvements in housing standards lies in the character of dwellings that are erected each year.

It was found in that study that the lowest-priced houses being built in quantity in the larger cities today are of five and

six rooms, with one-story construction apparently predominating for the five-room, and two-story for the six-room size. The six-room, two-story house is favored more in eastern cities, whereas in cities of the Middle and Far West, the five-room bungalow is in the lead in the lowest-priced group. In the latter cities, however, the two-story house usually has six rooms. The popularity of bungalows in the lowest-priced class of detached dwellings seems to continue in spite of the arguments of those who maintain that a family gets more for its money in a two-story house than in a single-story dwelling.

In some rapidly growing communities, such as Oklahoma City and Flint, it was found that lower-priced houses were being built than in most of the other cities, probably because there is not so great a supply of second-hand houses to meet the needs of families in low-income groups.

Lot sizes for the detached houses studied, which ranged mostly from \$4,000 to \$10,000 in price, average 49 feet in width and 129 feet in depth. The average over-all width for the detached houses, including porches, was 30 feet 1 inch, and the average detached house occupies approximately two-thirds of the width of the lot. The average over-all length of houses, including porches, was 38 feet 7 inches, and the average setback from the street, 27 feet 7 inches, leaving an average clear space at the rear of the house of about 63 feet.

Fifty feet was the most popular street-width in the subdivisions visited, with 30 cases reported, while 60 feet was reported in 25 cases and 40 feet in 15 cases. Paving from 22 to 30 feet wide was found in approximately four-fifths of the streets whose width was measured.

Kitchens averaged about 100 square feet in area, with the width about three-fourths of the length. Living-rooms from 11 to 15 feet wide and 15 to 22 feet long, with the width commonly about two-thirds the length, were most frequent. Dining-rooms tend to be more nearly square, with about half again as large an area as the kitchens. Bedroom sizes run distinctly larger in two-story than in one-story houses.

These field studies, which bring new and accurate information of existing conditions concerning types of small houses occupied in different parts of the country, should prove valuable in planning for the future.

Housing Progress in Cincinnati

By BLEECKER MARQUETTE, Executive Secretary of the Better Housing League of Cincinnati and Hamilton County, Inc.

THE four major lines along which progress was made in the Cincinnati district during the year 1929 were these: Continued progress in bettering conditions in the congested tenement areas; extension of the plan for instructing tenants in the art of housekeeping; the development of a regional planning commission; and the preliminary draft of a modern housing law to be incorporated in the revised building code.

The credit for the steady improvement of conditions in existing tenement areas goes to the Housing Bureau of the City Building Department, of which Mr. Charles Sagmeister is head. The Sanitary Division of the Health Department has helped in maintaining proper sanitary conditions, especially by elimination, during the past fifteen or twenty years, of some 20,000 antiquated privy-vaults and catch-basin toilets.

During the past year the Housing Bureau continued its block by block inspection in tenement areas, inspected 2,257 dwellings, and issued orders against 1,392 buildings; re-inspected 17,259 houses, obtained the complete renovation of 127 buildings; the completion of 1,520 structural repairs; provided second means of egress for 813 families and had over 100 dilapidated and insanitary dwellings torn down. In 512 buildings the rooms and halls were newly painted or papered; 242 interior or dark rooms were put in livable condition or vacated. The records of 1,284 buildings, on which all pending orders were complied with, were closed out.

The four Visiting Housekeepers employed by the Better Housing League solely for giving housing instructions among tenants in the congested areas and the Negro field-workers operating from the Shoemaker Health and Welfare Center, three of whom are members of the staff of the Better Housing League, accomplished during 1929 the following work:

Made 9,173 family visits; gave 2,284 housekeeping instructions; adjusted 326 rents; moved 125 families to better rooms; eliminated 117 cases of overcrowding; handled 287 eviction cases; inspected 774 houses; re-inspected 2,790 houses; interviewed 954 owners; had 1,275 conveniences installed; 1,116

health- and fire-risks removed; 40 houses vacated; 13 houses torn down; 2,332 minor repairs made and 4,875 parts of houses cleaned, papered, and painted.

In addition to home instruction, the Better Housing League supervises a Housekeeping Institute conducted at the Shoemaker Health and Welfare Center (for Negroes). The Institute consists of lectures and demonstrations dealing with laundry-work, floors and woodwork, windows and curtains, nutrition and care of food, care of beds, extermination of vermin, disposal of garbage and rubbish, system in housekeeping, first aid in the home, training children, and care of babies.

Cincinnati's building code has become obsolete in many of its provisions. Former Building Commissioner, George R. Hauser, began the revision of the code, an undertaking of great magnitude. Clifford M. Stegner, appointed Director of Buildings in 1927, took up the task, and with his corps of assistants and a group of citizen volunteers, prepared an excellent draft of a new building code. A committee of the Better Housing League spent nearly a year rewriting the housing provisions. In the old building code there was a tenement house law of the usual type. The recommendations for the new building code will be housing provisions to govern all types of dwellings. The building code is now being reviewed by a committee of architects with whom the writer is privileged to sit. The recommendations made by the committee of the Better Housing League have been in the main included but have been distributed through the various sections of the new code. It is expected that there will be keen discussion of a number of the provisions with regard to multiple dwellings, particularly those regulating the light and ventilation of toilet-rooms, kitchenettes, dining-alcoves, and hallways.

For some time the Better Housing League has been concerned about subdivisions of an undesirable type outside of the corporation limits. Builders have seen the possibility of evading the city regulations by going into the county. The League has assisted the City and Regional Planning Association and the official City Planning Commission of Cincinnati in organizing a Regional Planning Commission, which is now functioning. Its first task has been the working out of subdivision regulations which have been proposed to various governmental units of the

county for their adoption. It will also be necessary to develop housing and building code regulations.

The Better Housing League has again worked out a special plan for instruction in housing for children in public schools. The school project probably will be carried out in April of 1930.

During the year, addresses on housing developments were made here. In an address to a group of city officials and other citizens, brought together under the auspices of the League as guests of the then President, Stanley M. Rowe, Lawrence Veiller, Director of the National Housing Association, discussed a program for rebuilding slum areas. Roscoe Conkling Bruce, Director of the Paul Dunbar Apartments in New York City, addressed a meeting of the Negro Civic Welfare Association in which he supplemented his description of this housing project by means of a series of graphic slides.

In February of 1929, the largest single owner of tenement houses in the city of Cincinnati brought a suit for \$50,000 damages against the Better Housing League, its Executive Secretary and Assistant Secretary. In this suit it was alleged that the League had done the tenement owner financial harm by causing his tenants to move out of his properties. In December, 1929, the suit was withdrawn. In August of 1929, this same tenement owner had secured an injunction, the fifth in recent years, restraining the Building Department from proceeding with its orders on two tenement buildings and another building. On December 19, 1929, this injunction was dissolved by the judge in whose court the plea to make the temporary injunction was heard.

No community can hope to achieve its highest civic development while any part of its population is housed in insanitary, dark, and ugly dwellings.

HOUSING IN PENNSYLVANIA

The Pennsylvania Housing and Town Planning Association

By BENJAMIN H. RITTER, Executive Secretary, Philadelphia

PENNSYLVANIA is one of the few States in the Union sponsoring a better housing program through a State-wide volunteer organization. In a period of five years, over 800 public-spirited citizens in thirty-one counties have become identified with this movement by enrolling as members of the Pennsylvania Housing and Town Planning Association. Membership contributions range from \$2 to \$100 each. The fact that this enrollment is gradually increasing, and that 90 per cent of all subscribers renew their membership each year, is most encouraging to those directing the activities of the Association.

The purpose of this work is to improve bad housing in Pennsylvania and safeguard future home developments. To accomplish this, the Association is encouraging public improvements that are necessary for good housing, encouraging city planning and zoning, and municipal control over building, housing, and all phases of sanitation. This entails an educational program, publicity, coöperation with civic and social organizations, and personal contacts with local officials.

Acting on the basis that housing is primarily a local problem, and as such should be controlled by local authority, the directors of this work secured the passage of a State Housing Enabling Act in 1927 which gives all municipalities in Pennsylvania authority over housing matters. In keeping with this law, a Model Housing Ordinance has been drafted and is now being recommended by the Association to the various cities, boroughs, and townships for adoption. Several localities now have this under consideration. This is a slow progress toward housing betterment, but there are now signs of success, as contrasted with failure to secure a State-wide law, a few years ago, that would place housing under the control of the State Government.

While the Association advocates a separate ordinance to be enforced by the local health officer and building inspector to control housing, it is found that more immediate results and possibly easier enforcement may be obtained in certain cities that wish to include provisions for regulating housing in special sections of the Building Code. This arrangement may not be the best, but it seems to be better than a total disregard of all housing measures as such.

Data collected by the Association during the year show that of the forty-three cities in Pennsylvania, thirty-seven of them now have city planning commissions. In twenty-one of these cities, appropriations ranging from \$100 to \$100,000 are voted annually by city councils for the work of the Planning Boards, the tendency being to gradually increase these appropriations each year.

Investigations made by the Association in every section of the State indicate that zoning, as a means of stabilizing the city plan and promoting orderly city development, is becoming more popular every year. At present, twelve cities, thirty-nine boroughs, and five first-class townships, or a total of fifty-six municipalities in Pennsylvania, have adopted zoning ordinances. Replies to questionnaires answered by real estate boards, chambers of commerce, and local officials in all these places are practically unanimous in backing up their local zoning ordinances. This is merely an expression of the rapidly developing public sentiment which is demanding that every municipality in the State have a definite plan for development. The Association looks to this movement to help stop the growth of blighted areas and supply the foundation for better housing.

One object of the State housing work is to encourage and help organize movements for better housing throughout Pennsylvania, such as those in Philadelphia and Pittsburgh.

During the past year, housing interest has assumed definite form in several sections of Pennsylvania.

In Lancaster, which has recently celebrated its two hundredth anniversary, by adopting a comprehensive city plan, a local housing association has been organized on a volunteer basis, with an excellent outlook for a good housing ordinance.

A Social Service Club Housing Committee has been organized in the city of York to work out plans for better housing. Under

the guidance of the State Association, this Committee has made a survey and careful study of several blocks of bad housing. This report, together with suitable recommendations and a digest of housing provisions now in force in other cities, is in the hands of the City's Building Code Committee for final action.

Scranton has made progress with its housing survey under the direction of the State Association. This movement, sponsored by social agencies, now has the backing of the Executive Committee of the Scranton Community Chest, which is endeavoring to reduce some of its social problems by improving the home environments of the city's dependent families.

A prominent citizen of Harrisburg, and a former Director of the Pennsylvania Housing and Town Planning Association is now actively engaged in launching a local housing association. Considerable data have been collected and a movie-reel has been made portraying conditions in several blighted areas of the city. Preliminary meetings have been held to formulate a plan of work. Leaders in the civic and social field in Harrisburg recognize the need for an active housing association directed by a paid staff, a budget is now being considered, and a housing organization will soon be in full swing.

Experience shows that volunteer housing work is worth while, but to accomplish practical results in any community there must be a permanent organization, a well-balanced program, and qualified workers. Quite often this calls for technical advice, and, as far as its personnel and funds will permit, the State Association stands ready to help any group in Pennsylvania prepare plans and to assist in special studies preliminary to the inauguration of a local housing movement, and it will arrange job training for prospective housing workers.

IT is not only in the cities and towns that we find slums: The improvement of rural housing is one of the really important tasks which is being attacked by the United States Department of Agriculture in cooperation with the States.

The Philadelphia Housing Association

By BERNARD J. NEWMAN, Managing Director, Philadelphia

THE Philadelphia Housing Association, while recognizing the sociological aspects of its work and the social and economic benefits to be derived from better housing, yet looks upon its activities as fundamentally engineering in character.

Functionally, its activities are divided into three fields, namely, legislation and law enforcement, municipal engineering, and education. In the legislative field, the Association saw definite progress in 1929 along four lines. First, the Mayor and City Council finally took advantage of the authority granted in the revised City Charter of 1919 and created a City Planning Commission. This new Commission has invited Jacques Grèber, French planning expert, to visit Philadelphia to make studies and recommendations. Second, the provision in the City Charter which granted limited authority to the city in the adoption of zoning regulations was replaced by an Act of Assembly, drafted by the Housing Association on the basis of the Hoover Standard Enabling Act. Under this comprehensive grant of authority, a Zoning Commission was appointed and an appropriation of \$40,000 provided for its work. Third, in part through the efforts of the Association, the adoption of the new Building Code was delayed until amendments had made its requirements more reasonable. Fourth, adverse legislation drafted to amend the Housing Code so as to permit the erection of tenement houses without sewer connections and to lower standards of occupancy to permit greater room-congestion, was defeated.

In the field of law enforcement, the Association, acting as a clearing house for 55 welfare and health agencies, made 23,643 inspections of properties, filed 8,192 complaints and 2,433 re-complaints with agents and city bureaus having jurisdiction, and secured abatement of 83 per cent of the violations reported. This result is conclusive evidence of the effectiveness of the change in method of work of the Division of Housing and Sanitation from a functional classification of inspectors to a general classification permitting the transfer of field workers from sanitation to housing inspection and vice versa, according to seasonal load. It also demonstrates the inherent values in increasing the amount of original inspection work instead of

limiting inspectors to complaint service. As a correlated activity to its inspection service, the Housing Association carried on educational work with tenants, showing them why they should keep their properties in order and how they could make minor repairs.

Believing that the housing problem of any city may be materially aided in its solution if basic information is massed and made available to the interested public, the Association makes fact-finding studies, assembles pertinent statistics on a wide range of topics, and offers this material through its consulting service to any individual or group of individuals interested in such data.

A study was made for the Committee on Child Life and Welfare, setting forth the salient adverse housing factors in the older areas of the city and outlining the essentials of a program to make such areas more fit for child life and play. The Mayor then requested that detailed studies and plans along the lines suggested be made by the City Bureau of Engineering and Surveys. At the request of this Bureau, the Housing Association has made extensive studies of minor street and block housing which are to be used as basic data in a comprehensive program to further the revision of the city plan for blighted areas.

The Association makes annual studies on rental changes, mobility of tenants, anti-social consequences of congested occupancy, new dwelling construction, and the replacement program following the demolition of dwellings, resulting in the establishment of greater factual control of new dwelling types and price ranges, and the encouragement of the adaptation of municipal engineering practices to improve the housing of the people. The data thus secured were set up in charts, graphs, and spot maps for ready reference. The most important deductions were:

1. Mass production of new dwellings has reached a point where sales have slackened, particularly in the higher price ranges of operative building. Construction costs and sales prices of new housing have dropped materially, till now over 75 per cent of such new construction is in a sales range of \$7,000 and less.

2. The trend toward apartment occupancy, noticeable during the past seven years, has been slightly checked, so that the number of newly constructed family accommodations in apartments in 1929 was lower than in 1928.

3. New construction has attracted occupants of old houses, sub-normal in equipment and structure, to such an extent that the vacancy rate in old dwellings has reached the highest point in two decades.

Wanton destruction of such vacant houses by vandals has followed, making it more profitable for some owners to keep their houses occupied under deferred rent payments, than to force tenants to move.

4. Demolitions in old areas continue to run high, eliminating many slum houses and demonstrating the possibilities awaiting the city of cleaning up large blighted areas if and when a replanning program is adopted.

5. While some rents are on a lower level than in preceding years, yet the number remaining unchanged is increasing.

6. Tenants are finding a wider choice of suitable houses and tenant moving in industrial areas is approximating one change in occupancy per year for every three tenant families.

7. Forced buying of preceding years at prices beyond the means of the purchasers has proved disastrous to new occupant owners and to the entire real estate field. Such owners who bought on narrow margins have found carrying charges too high and have been forced to relinquish their equity. Hence, the Sheriff's sales list has grown to an abnormally high rate, being over fifteen times higher than a decade ago.

The presentation of such data to the public and to builders, banks, public officials, schools, business houses, and improvement associations constituted the third major division of the Association's work. The public press proved, as heretofore, a valuable medium for this educational work. It was supplemented by illustrated lectures, bulletins, and expositions. Through lectures alone 13,485 persons were reached, including public school children in the sixth to ninth grades. Students of the Normal School and Drexel Institute, as well as church groups, were conducted on organized tours in the problem areas. In addition to the annual brochure on "Housing in Philadelphia," the Association completed the editing of a pamphlet on "Your Rights and Duties Under the Health Laws of Philadelphia," of which 50,000 copies were printed by the Metropolitan Life Insurance Company. Six pamphlets on various aspects of zoning were prepared and published.

The sphere of influence of the Association was further extended by coöperation with other organizations working in the health and planning fields, notably with the Health Survey Committee of Philadelphia, Philadelphia Business Progress Committee, Regional Planning Federation, and the Philadelphia Census Committee in the mapping out of sanitary districts in Philadelphia for the Bureau of Census. As host to the National Housing Association, the Association assisted in the conduct of the Tenth National Housing Conference.

Pittsburgh Housing Association

By JOHN IHLDER, Pittsburgh, Pa.

PITTSBURGH is a city of extremes. Its site, a welter of high, steep hills cut through by three rivers and many brooks, makes city building more difficult and more expensive than in other American cities, but it offers magnificent results if the difficulties are adequately overcome. It is a city of great wealth and of poverty. It is a city whose housing is remarkably large proportion is fundamentally good and superficially bad; that is, it has comparatively little land overcrowding, comparatively few huddled tenements, but a great deal of dilapidation, dirt, and sub-standard living. It is a city with magnificent opportunities, but with a drab present shot through with bright gleams indicative of its possible future.

Pittsburgh has been consciously concerned about its housing for twenty years or more. It has had housing leaders of much more than local reputation, such as Mrs. Franklin P. Iams. It has had a succession of housing organizations. A result of one of its early efforts was the enactment of the Sanitary Code and the creation of the Tenement House, now the Housing Division in the Department of Public Health. Two years ago there were housing committees of half a dozen organizations including the Federation of Social Agencies, the Civic Club, and the Chamber of Commerce. The last-named organized a housing company that erected 304 dwellings during the period of shortage and stimulated a revival of building.

There was a belief, however, that these scattered efforts did not result in adequate, consistent progress. So two years ago, the various committees were disbanded and representatives of each united to form the Pittsburgh Housing Association, taking as its model the Philadelphia Housing Association. Its function is to study, inform, stimulate, encourage. It has no power except that derived from knowledge and an informed public opinion. It coöperates with and supports those city departments whose function is to regulate the construction and use of residential property. It does not build or manage houses. But it holds conferences with and offers information and assistance to those who do. It hopes to prove itself an effective

catalyst. Its method is that of steady, unremitting pressure, with the far future in view, as well as immediate improvement in living conditions both by official action and private enterprise.

The Housing Association has now been in operation a year and a half. Those who have watched its work believe it is fulfilling its purpose. The effects of its work are chiefly intangible, a change in attitude of mind, acceptance of new standards of performance. Proposals that a year and a half ago were ridiculed, today are seriously debated. Standards that a year and a half ago were considered Utopian, today are being applied.

The policy of the Association is based upon a belief that housing progress is a gradual process, not a sudden revolution; that emphasis on different phases of the work should vary with changing economic and social conditions; that housing betterment is a matter not only of the dwelling but also of the living standards and habits of the occupants of the dwelling. So the Association coöperates with the social case-work agencies, the public health nurses, the racial and neighborhood associations that deal with family and group problems. Having learned through its inspection work that there is a surplus of the poorest dwellings, many of them unfit for habitation, it has stimulated repair of those worth repair and demolition of the rest. There has been more repairing and reconditioning in Pittsburgh during the past year than during many preceding years. There have been, as shown by the Association's records, 35 unfit dwellings demolished as compared with an average of 3 during preceding years. There are today in the Association's files reports on 1,958 properties; 1,986 violations of law have been reported to city departments and 975 corrections have been secured.

This is not a record, it is only a beginning. How much is due to the Association, how much to others, we do not know. What we do know is that the Department of Public Health and its Bureau of Sanitation and Housing are on the job, that other city departments are expressing a live interest, that the skepticism of the past is much less evident. At the first meeting of the Association it was stated that its success would be measured, not by achievements for which it could claim definite credit, but by housing progress in Pittsburgh. This meant that others would earn and should get credit.

The Trend of Housing—A Forecast

By JOHN IHLDER, Pittsburgh, Pa.

THE only kind of prophecy that anyone can make with safety deals with so distant a future that the prophet will be beyond stoning or reviling.

During the decade before the World War it would have been fairly easy to forecast the trend of housing as a continuation of that to which we were accustomed: improvement in sanitary conditions, improvement in design, continued migration to more spacious suburbs, increasingly intensive land occupancy and more cramped living accommodations within the city—all recognized factors in community development.

Today, it seems to me, some of those factors have changed and, as a result, the trend of housing will change. Most important is urban population growth. Before the war we expected cities to grow rapidly. The only question was whether some rival city would grow more rapidly than ours.

Today—and here is where the hazard to the prophet comes in, what with the Federal census now in process—it seems that the rate of our urban population growth has decreased to such an extent that many of us will be startled when the figures are published. A nationwide survey indicates an actual decrease in the number of school children in the lower elementary grades.

This is only a straw, and straws are blown by temporary gusts as well as by steady winds. But another straw—industry is using improved machinery, fewer men. In the poorest districts of our largest cities there are more vacant dwellings. This phenomenon was noted before the present unemployment, so it is not to be accounted for wholly on the score of doubling up by those who cannot pay rent. In the well-to-do sections of our cities there are vacant apartments. There are even more vacant one-family houses of the large, old-fashioned type. Once we would have explained this by the flight to the suburbs, those famous American suburbs whose astounding growth compelled even American admiration. But the suburban sub-dividers find a difference between this year's market and the markets of the past. They blame the apartment house.

I have dwelt upon decreased *rate* of urban population growth, not because it is the only factor that is affecting the trend in

housing, but because it seems to me the most significant—far more significant than the automobile which has already completed a cycle of effects. The 1930 census figures will, of course, show an increase of population for many of our cities. But these figures must be corrected in terms of the territory within the city limits ten years ago. The census figures will show that some cities actually have larger populations than they had in 1920; but more frequently they will show a shifting of population within the city, particularly in larger industrial cities.

We long have known that the population of our poorest districts, largely alien born, tends to move to better districts as it becomes economically able. Its place used to be taken by a new population. The Quota Immigration Law has had an effect on that, an effect that will be accentuated by the National Origins Provision. But it is not only the alien born who are seeking better quarters. The native born are quite as eager. And now, with builders still trying to maintain the expanded organizations that overcame our post-war housing shortage, with the post-war swarm of realtors and sub-dividers still thinking in terms of mushroom growth, the house-seekers will be able to pick and choose. To be sure, the picking and choosing is still largely among old-style offerings of which we have so many in stock. But as the sellers come to realize that their prospects are no longer driven by necessity, new-style offerings will supplant, not merely as in the past, supplement, the old style.

The prophecy then is that the trend of housing will be toward better standards not only in terms of "modern conveniences," but even more in terms of greater spaciousness, a word that perhaps needs interpretation. The new dwelling, whether in apartment or in one-family house, will not rival the home of our grandfathers in number of rooms and flights of stairs; rather the number of rooms will be small. But the size of the rooms will be increased until the occupants can draw full breaths without exhausting all the air, can even move about with some comfort. Quite as important, the open spaces appurtenant to town dwellings will be increased so that sun and air may enter the windows. The significant note in the new era will be demolition and rebuilding, rather than adding more to what we already have. This prophecy is based upon prediction that we shall retain our prosperity.

THE FEDERAL CITY

Progress Report

By FREDERIC A. DELANO, Chairman National Capital Park and Planning Commission and President American Civic Association

ON THE evening of January 17, 1930, in Constitution Hall, Washington, before an audience of 2,500 people, including members of Congress, the Secretary of the Treasury, the governors of Virginia and Maryland, the entire legislature of Virginia, and many distinguished citizens of the country, the National Capital Park and Planning Commission made a progress report on the Regional Plan for the Federal City. The Planning Commission was established by Act of Congress in 1926, after a vigorous campaign led by the American Civic Association.

In this section of the Annual we are presenting more comprehensive information than it was possible to cover in a single evening. At the meeting, Governor Ritchie and Governor Pollard pledged their active coöperation for the realization of the regional projects within their States. The George Washington Memorial Parkway Bill offers ample opportunity for action on the part of both States. It is our hope that next year we may present statements of both governors that the projects authorized in the Cramton-Capper Bill are well under way.

For this year, Colonel Grant has prepared a most illuminating account of the history of jurisdictions in the National Capital; Mr. Eliot outlines the principal features of the Regional Plan; Mr. Cramton explains the act for acquiring the inner and outer park systems of the Federal City, based entirely on the Regional Park Plan adopted by the Planning Commission; Mr. Root relates the really remarkable progress of the Maryland National Capital Park and Planning Commission; Mr. Elliott, Chairman of the House Committee on Public Buildings and Grounds, describes the tremendous public building program authorized by Congress; and Mr. Mellon, Secretary of the Treasury, tells Civic Annual readers of the unified plan for the public buildings of the Federal City.

We court continued interest and support in making the Federal City a worthy capital of a nation founded on the right of its citizens to life, liberty, and the pursuit of happiness.

Governmental Jurisdictions in the National Capital

By LIEUT. COL. U. S. GRANT, 3d, Director Public Buildings and Public Parks of the National Capital

THE Continental Congress had its not-too-pleasant experiences with the discomforts and inconveniences of trying to carry on the Nation's business in wealthy commercial cities having their rights and independent prerogatives derived from the crown or from the government of a newly established sovereign State; so it is not surprising that the writers of the Constitution should have expressed in no uncertain terms their determination that the new Federal Government should be master in its own home. The importance given to this determination was made especially notable by the unique emphasis of the language used on the subject in Section 8 of Article I of the Constitution:

"SECTION 8.—The Congress shall have power... to exercise exclusive Legislation in all cases whatsoever, over such District (not exceeding ten miles square) as may, by cession of particular states, and the acceptance of Congress, become the seat of the Government of the United States. . . ."

In a document otherwise so calm and so parsimonious of unnecessary words, the addition, merely for the sake of emphasis, of the words "exclusive" and "in all cases whatsoever" can only mean special concern that there should be no granting of charters or other delegation of rights which would at any time relegate the Federal Government again to the doubtful and far-from-dignified position of a guest not wholly welcome, a stranger dependent upon the generosity of municipal or State authorities for space wherein to carry on the Nation's business, and even for protection against violence, and yet these conditions to some extent were repeated during the Civil War and may be again possible if Congress should ever relinquish the direct exercise of that exclusive legislative authority reserved for it by the Constitution.

The location of the Nation's Capital proved difficult, and all good Americans know how it was settled between Hamilton and Jefferson in accordance with the personal views of President Washington. It must have been immensely gratifying to the latter to find himself authorized at last to select for the city that was later to bear his name a site on the banks of that Potomac River where he had grown to manhood and so near his estate of Mount Vernon, in the building up and management of which he had shown such skill and wisdom as to have earned recognition as the first farmer of his day.

The Act of July 16, 1790, expressed the acceptance by Congress of the location "on the Potomac, at some place between the mouths of the Eastern Branch and Conococheague" and authorized the President to appoint three commissioners who were, under his supervision, to survey and lay out the district and, prior to the first Monday in December, 1800, to provide suitable buildings for the accommodation of Congress and of the President and for the public offices of the Govern-

ment. While this Act gave explicit instructions as to what was to be done and who was to do it, no appropriation of funds was made except for the cost of transferring the Government offices to the new seat of Government on the date set. The law merely provided that "for defraying the expenses of such purchases and buildings the President of the United States be authorized and requested to accept grants of money!"

Thus the question of fiscal relations between the Federal Government and the new Federal City was inherent in the first legislation relative to it, and arose even before the site was marked or the city was laid out. But while the newly formed National Government was indigent and had to be parsimonious, the States of Maryland and Virginia were generous and the President was a successful bargainer. Maryland appropriated \$72,000 and Virginia \$120,000 for the Government land and buildings, and Washington secured from the original land-owners dedication of all the land needed for streets and avenues and one-half of all the lots definitely subdivided, while the land needed for public buildings and improvements was to be bought at the rate of £25 Colonial (about \$66.67) per acre. The sale of the lots not needed for public use was expected to furnish additional funds for building construction and other improvements. Thus the National Government came into the ownership of the streets in the old city and of certain public lands still held by it.

Daniel Carroll, a representative of Maryland in Congress, Thomas Johnson, Governor of Maryland, and David Stuart, of Virginia, were appointed the first commissioners under the Act of 1790, and were inducted into their duties without compensation, thus becoming the first of a long succession of commissions which in one way or another have unselfishly and patriotically furnished able and invaluable assistance in developing the National Capital. Major Andrew Ellicott was ordered to make the survey; to make a suitable plan for the city; and to supervise the construction of the public buildings, Major Charles Pierre L'Enfant was selected, initiating the connection of the engineers of the Army with the new city.

The records now in the Office of Public Buildings and Public Parks of this original Commission, engaged in building a capital city in the wilderness, are full of interesting and illuminating information. Major L'Enfant secured the lease of a sandstone quarry near Aquia Creek, Virginia, from which was taken the "free stone" used for the White House, the old central part of the Capitol, and subsequently for the central section of the Patent Office. When production at the quarry fell sadly behind the speed needed for the new buildings, the Commission gave the quarry superintendent authority to purchase a supply of whiskey and to issue not more than a half-pint a day to each workman, and later removed this limit and left the size of the ration to the discretion of the superintendent—a method of "stimulating production" which, to say the least, is obsolete today.

With the removal of the Government to the new Capital late in 1800, considerable impetus was given to the growth of the city and

many unofficial residents settled in it, some of them building quite fine residences, such as the Octagon House* and the Van Ness House, which replaced Davy Burnes's cottage and for many years stood near the present site of the Pan-American building. Yet the growth was not sufficiently rapid to satisfy all, and while visiting the Van Ness mansion, the Irish poet, Tom Moore, wrote the following uncomplimentary stanza:

"This embryo capital, where fancy sees
Squares in morasses, obelisks in trees;
Which second-sighted seers, ev'n now, adorn
With shrines unbuilt, and heroes yet unborn,
Though naught but woods and Jefferson they see,
Where Streets should run and sages ought to be."

The accomplishments of the Commission at first were largely due to the wisdom, energy, and personal push of Washington during his life. After his death, the Commission proved a somewhat cumbersome and ineffective executive, especially as two, or at times even all three, of the Commissioners resided elsewhere, so in 1802, by the Act approved May 1 of that year, the Commission was done away with and superseded by a Superintendent of Public Buildings. The Act of April 29, 1816, changed his designation to Commissioner of Public Buildings, and the Act of March 3, 1849, placed this office in the newly formed Department of the Interior.

The Act of May 3, 1802, incorporated the inhabitants of the city of Washington, within the L'Enfant plan and exclusive of the older incorporated towns of Alexandria and Georgetown, and gave them the usual form of city government, with a mayor appointed by the President, a council of twelve elected by the free white inhabitants, and a board of five aldermen selected by the Council. It is noteworthy that this Act transferred to the new municipal government none of the powers of the original Commission, which were all given to the Superintendent of Public Buildings by the Act of May 1, 1802. Nevertheless, it established a city government which inevitably found it necessary at times to encroach upon the direct prerogatives of the Federal Government over the Capital City and naturally obtained some of the jurisdiction originally held by Washington's first Commission.

In 1812, election of the Mayor by the Common Council and the Board of Aldermen was authorized instead of his appointment by the President. In 1818, President Monroe was prevailed upon to suspend the regulations as to the height of buildings and requirement for stone or brick, regulations that had been established by Washington under terms in his agreement with the original land-owners, which gave to the President almost complete architectural control over private buildings. It has since been found to be almost imperative to regain just such authority, at least in part, in order to protect the Government's major projects against injury by incongruous and inappropriate private structures in their immediate vicinity, and its inclusion in the

*Now the National headquarters of the American Institute of Architects.

original agreement affords an interesting example of Washington's wise foresight and of the lack of such foresight in his successors.

By the Act of July 9, 1846, Congress retroceded to Virginia the area of over 30 square miles on the west bank of the Potomac River comprising the present County of Arlington and the city of Alexandria. The loss of control over this area has been regretted by many in recent years, since it includes the Virginia hills that are an essential feature in the panorama at the end of the great central group of Federal buildings and the Mall park system with its monuments to Washington and Lincoln, and the unusual residential potentialities of which are becoming better appreciated as a series of monumental bridges is gradually rising across the river. The natural tendency of undesirable developments to locate at the foot of these hills, because here they are free from the prohibitions and restrictions of the District of Columbia, is already well established, and the problem of protecting some of the major park and monumental features of the Regional Plan against them is most serious.

The efforts of those in office to retain their power and of the "outs" to get "in," together with resistance against increases in taxes, so far commanded the attention of the political leaders that little was done in the development of the City of Washington until 1871, outside of the work of the Federal Government on its own buildings. While the latter built a conduit from the Great Falls of the Potomac for its own water-supply, inhabitants of the city continued to be largely dependent upon local springs. The streets remained unpaved, so that an English traveler wrote: "The number of private carriages is very few, and people are afraid of buying good horses to be mired by the rut tracks which serve the purpose of streets in Washington."

The Tiber Creek became an offensive open sewer, on the north bank of which a slum grew up, harboring criminals as well as the miserably poor, so that it earned the unsavory nickname of "Murder Bay." It was found necessary to fence in the two or three public parks which had been improved, in order to protect the sward and shrubs against the depredations of the hogs and sheep and goats and cattle that roamed the streets. An effort of the Board of Health to deny to these domestic animals the freedom of the streets resulted in so much popular clamor as to necessitate the rescinding of the order.

During the Civil War the Federal officials found difficulty, it is said, in obtaining the use for the troops of such public open spaces as were under municipal jurisdiction. The streets were hardly lighted at all. There was no general sewerage system. Gambling and other vicious establishments plied their trades openly, and the army, to a great extent, had to take over the duties of municipal police and the maintenance of order. The large numbers of troops and business men whose work brought them to the Capital during and immediately after the Civil War, spread abroad information of its shortcomings and disgrace. The Washington Monument, undertaken so enthusiastically in 1833, after 1854 remained unfinished. Conditions proved intolerable with the increase in population that followed the Civil War.

The Sundry Civil Act of March 2, 1867, did away with the Office of Commissioner of Public Buildings and transferred his duties to the Chief of Engineers of the Army, under whom these duties were thereafter administered by an officer in charge of Public Buildings and Grounds. The extent of the latter's jurisdiction over public grounds and the line of demarcation between his duties and those of the municipal authorities were revised and more explicitly defined by the Act of July 1, 1898. All the parks were definitely transferred to him, except the Zoölogical Park which is operated by the Smithsonian Institution and Rock Creek Park which continued under a separate Commission until September, 1918, when it was also transferred to the Chief of Engineers.

In the meantime, the Capitol and other legislative buildings and their grounds came under independent jurisdiction of the Architect of the Capitol, while new executive buildings were left on completion to the management of the department occupying them. The completion of the State, War, and Navy Building, to house three departments, presented a special problem, and the Act of March 3, 1883, required it to be operated and maintained by an engineer officer of the Army or Navy under the general supervision of a Commission composed of the Secretaries of State, War, and the Navy. To this office were assigned the thirty-five temporary war buildings in 1917, and, as officers were scarce, the same engineer officer was assigned to this duty and to that of officer in charge of Public Buildings and Grounds.

The Act approved February 26, 1925, merged the two offices in one, and taking them out from under the supervision of the Commission and of the Chief of Engineers, set up the new separate office of Director of Public Buildings and Public Parks of the National Capital, thus returning to the separate office directly under the President, as established in 1802, except for the legislative and two executive department buildings, to administer the special interests of the Federal Government in the National Capital as distinguished from the municipality composed of the residents within the District.

In 1910, the Commission of Fine Arts was created, to advise the governmental authorities as to "the location of statues, fountains, and monuments in the public squares, streets, and parks in the District of Columbia, and upon the selection of models for statues, fountains, and monuments erected under the authority of the United States and upon the selection of the artists for the execution of same."

In 1910, President Taft issued an executive order instructing all Government officials to seek advice of the Commission of Fine Arts in connection with plans for public buildings to be erected in the District of Columbia for the General Government. The value of the services which the members of this Commission have rendered, devoting themselves to this work without compensation and at great cost to their private professional practice, is incalculable. They have rendered a service in the advice they have given in connection with public works carried out and particularly the ill-conceived projects they have been able to stop.

In 1919, the Public Buildings Commission was established to control the use of Government-owned space and the leasing of buildings by the Government. This Commission, composed of two Senators and two Representatives, one of each from each political party, the Supervising Architect of the Treasury, the Architect of the Capitol, and the Director of Public Buildings and Public Parks, has done much to secure economy of space and to keep down the Government's annual rent-bill. Its Congressional members successfully led the fight for the new public buildings program.

But the Act of 1867, while it put the Federal buildings and public grounds in the hands of officers imbued with L'Enfant's hopes for the National Capital and anxious to realize them, did not provide for building a city worthy of being the Nation's Capital. On the recommendation of President Grant, legislation was passed in 1871 doing away with the old municipal governments of Washington and Georgetown, and setting up for the entire District of Columbia a territorial government, in accordance with the suggestion of a conference of leading citizens.

The amount of work done by this territorial government in the three years of its existence was phenomenal: Laying a water-distributing system consisting of 30 miles of water mains and 133 miles of smaller lines; grading streets to the extent of 3,340,000 cubic yards, paving 180 miles of streets and 208 miles of sidewalks; inclosing Tiber Creek in a great sewer and starting a general sewerage system; installing 3,000 gas lamps to light the streets; and appointing a Parking Commission which planted 60,000 street trees during its life.

However, these works cost money, particularly as they were fought and interfered with by every means that could be thought of, and the territorial executive was first superseded by three temporarily appointed Commissioners, and then, by the Act of June 11, 1878, the territorial government was done away with and a Board of three Commissioners selected by the President, one of whom was to be an officer of the Corps of Engineers, was set up as the municipal government to operate directly under Congress. With this new government came a more liberal attitude, and the Federal Treasury contributed one-half the District's budget until 1921, when the Federal Government contributed forty per cent. In recent years the Federal contribution has been a lump sum of \$9,000,000.

The school system and its buildings remain under a Board of Education appointed by the Supreme Court of the District of Columbia and independent of the Commissioners, except that the latter build the buildings and have a right to review the Board's estimates for appropriations. There is also a Board of Public Welfare having a quasi-independent supervision over certain institutions.

That need should have made itself felt for coördinating the activities of so many authorities and governmental agencies, and for some competent and unprejudiced arbiter to study all the various needs and prevent one public interest from being subordinated, was only natural. With another rapid increase of population since the World

War, and the increase in volume of traffic and the spread of suburban developments in recent years, this need became more intense. City-planning activities throughout the country seemed to point the way, and, in response to an imperative demand from the American Civic Association and various National professional societies, Congress, in 1926, set up a National Capital Park and Planning Commission.

This Commission includes in its personnel the Chief of Engineers, the Engineer Commissioner of the District, and the Director of Public Buildings and Public Parks, who represent the executive authorities upon whom principally falls the duty of carrying out any plans made. It includes the Chairmen of the Senate and House Committees on the District of Columbia, so that there is a member in each House of Congress having definite information of the plans made and why decisions were reached, as well as someone on the Commission who is able to advise it as to what is practicable and what is impracticable. To these have been added the Director of the National Park Service and the Chief of the Forest Service and "four eminent citizens well qualified and experienced in city planning." The latter have brought to the Commission the knowledge and doctrines of the city-planning profession at large and the experience of other cities. It should be possible in this Commission to thresh out the relative weight to be given to various considerations and conflicting interests in connection with any development proposed. The Commission has already been able to find many such compromises and recommend them to the appropriate executive authorities.

The Act of 1926 charged the Park and Planning Commission not only with the duty of making a plan for the District of Columbia, but required it to include in the plan the environs of the National Capital, and to enter into agreements with the authorities of Maryland and Virginia relative thereto. It was immediately recognized that the environs of the National Capital must necessarily include the greater part of Montgomery and Prince George's counties in Maryland, part of Fairfax County and all of Arlington County in Virginia, as well as the city of Alexandria and several other incorporated towns, and also the Washington Suburban Sanitary District. The fact that these suburban local authorities were included in two States and looked for their authority and in part for the execution of their plans to the State governments meeting at Richmond and Annapolis, necessarily presented a special problem in the making and execution of the regional plan including them.

Soon after organizing, the Commission considered the advisability of attempting some sort of political set up of a metropolitan region, but because of the long delay that would be necessary in order to secure legislative sanction for such a region and the possibility that it would not prove an entirely satisfactory solution even then, the Commission decided that the best procedure would be to press the making of an initial tentative regional plan and to attempt to secure the adherence of the Maryland and Virginia authorities thereto, after its revision and correction to accord with their special local needs and

interests. This policy has proved successful to date, and has been much facilitated by the formation of a Maryland-National Capital Park and Planning Commission, with planning, zoning, park-purchasing and taxing authority. Provision for a similar commission is now before the Legislature of Virginia.

It should not be difficult to secure direct collaboration by the three Commissions thus formed in arriving at the major features of a regional plan and securing their execution. Of course, differences of opinion will necessarily arise between local authorities and any planning commission, but the reconciliation of various projects outside of the District of Columbia will be the duty of the State Commission, and judging from the work already done by the Maryland Commission, the State Commission can be depended upon to perform this duty most satisfactorily.

Within the District of Columbia, the Park and Planning Commission's work has been very much increased and hastened by the many projects adopted both by the Federal Government and the municipal government in the last three years. Certain essential authorities have been found to be lacking in the municipal government, and legislation to make up for this lack has been sought and in many cases successfully obtained. Special emphasis has been placed upon the corrections to the Highway Plan and the adoption of a thoroughfare map as a guide to the street development and paving program, and on a system of District and regional parks. The carrying out of the latter will be made possible by the passage of a most essential measure now before Congress, known as the Cramton-Capper Bill. Recommendations have been made to the Commissioners of the District for revision of their platting regulations, and Congress has been requested to grant the District Commissioners authority to close streets made unnecessary by changes in the Highway Plan.

In order that the National Capital shall develop as such and meet the needs of the Federal Government to the fullest extent possible, it is essential that its requirements should be given paramount consideration, and that they should not be subordinated to the needs and ideas of the municipal authorities representing the city of Washington; but it is inevitable that such dual authority existing within the same area should give rise to inconsistent projects and questions as to the relative importance of the different interests. Moreover, the rapid suburban development of the area just outside of the District of Columbia presents the same problems in coördination of urban development that are found around all other large cities. It is believed that in the National Capital Park and Planning Commission the Government has established an agency that will be found most valuable in coördinating such separate demands and the work of the various authorities.

The American Civic Association, in initiating the movement to establish an official agency "charged with the duty of preparing, developing and maintaining a comprehensive, consistent, and coördinated plan for the National Capital and its environs," may feel that progress is being made in the right direction.

Outstanding Features of the Regional Plan

By CHARLES W. ELIOT, 2d, City Planner National Capital Park and Planning Commission

"It is our National ambition to make a great and effective city for the seat of our Government, with a dignity, character and symbolism truly representative of America. As a Nation we have resolved that it shall be accomplished."

HERBERT HOOVER.

PRESIDENT WASHINGTON chose the site for the National Capital with due regard for the commercial, military, scenic, and other advantages of the region. Pierre L'Enfant planned the city with careful attention to the outroads and defensive circle of hills beyond the limits of the original city. What they began, the present generation continues. The National Capital Park and Planning Commission, after three years of intensive study undertaken with the coöperation of official and private agencies in all parts of the region, has prepared a Regional Plan for Washington and its Environs.

Just as the original city had to be planned in relation to its surroundings, so also the region responsive to the activities at one metropolitan center must be planned in relation to other surrounding regions and centers of commerce, industry, or historic and recreational attraction. The National Capital Region adjoins the Baltimore Region on the north, or rather overlaps it; to the east is Annapolis and the Chesapeake Bay country; to the south, Fredericksburg and Richmond; to the west, the future Shenandoah National Park. A radius of 20 miles from the White House includes four counties—two each in Maryland and Virginia.

A plan for the 1,539 square miles in these four counties and the District of Columbia necessarily involves complicated adjustments among several agencies. Because of the peculiar form of government of Washington and the special constitutional limitations on the size of the District of Columbia, coöperation must be sought from Federal Government, District of Columbia, Maryland, Virginia, four counties and numerous cities or incorporated towns.

In contrast to the diversity of political groups within the area, the region is strongly unified by topographic conditions. The city of Washington lies in the arms of a great Y formed by

the Potomac and Anacostia rivers. At the base of the Y we find Mt. Vernon and Fort Washington. The right arm follows the Anacostia River and Indian Creek to Camp Meade and Baltimore. The left arm leads along the Potomac to Great Falls and Harpers Ferry. The Washington Region is, of course, rich in historic associations, but it is also rich in features of botanic, ornithologic, and geologic interest. These points of interest are to a remarkable extent concentrated along the Y formed by the two rivers and along branches of those streams. A satisfactory regional plan must make the most of these advantages.

A study of how Washington and other cities have grown in the past gives grounds for hope that we may be able to control the growth of the future to take advantage of the God-given and man-made features of the region. Diagrams showing stages in the development of the city disclose a finger-like growth along the main transportation lines leaving wedges of open space between the fingers. We wish to accentuate and preserve this pattern of development, but to do so we must plan.

Accordingly, the National Capital Park and Planning Commission has made a plan, which for convenience of discussion may be considered under special headings as the highway system, park system, open spaces, and zoning.

For the future service of all parts of the region by highways, a spider-web plan has been suggested consisting of radial lines from the center and connections or by-pass routes around both the principal and local points of traffic concentration. The principal radial lines include such existing highways as the Baltimore and Richmond roads and new routes with rights-of-way up to 200 feet in width to Mt. Vernon, to Richmond, to the Shenandoah, and to Gettysburg. Two of these new routes—the Mt. Vernon Memorial Highway and the Lee Boulevard—have just been started. Important lines of lesser width have just been opened extending 16th Street and Rhode Island Avenue. The extension of Massachusetts Avenue and New Hampshire Avenue is desirable in the near future.

Two principal by-passes are suggested west of Washington—one by the new bridge at Great Falls and a second by the proposed "Ma-Va Highway," with a high-level bridge replacing the present low-level Chain Bridge. These lines would take the through traffic from Baltimore to the South. Corresponding

lines are proposed northeast, southeast, and southwest of the District of Columbia. These by-passes and supplementary connections will tie together the several fingers of urban development which may be expected in the future along or near the radial lines.

For the District of Columbia a finer mesh of highways is necessary to serve the more concentrated urban area, but here again a plan has been prepared to differentiate between the thoroughfares and the local residential streets. It is hoped that the Congress and responsible officials will adopt this Thoroughfare Plan as a priority program for paving and other highway work.

Finally, for the purely local streets, studies are being and have been made with a view to adapting roads to the topography and to provide longer blocks than are now required by the so-called Highway Plan of the District. The National Capital Park and Planning Commission has already made over seventy-two changes in the Highway Plan and estimates that if other desirable changes can be made it will be possible to save over \$3,000,000 in cost of original development and over \$300,000 in annual maintenance charges.

While the highway system is expected to result in the development of urban areas along the principal radial highways, it is hoped to preserve extensive public and private open spaces in wedges between the fingers of built-up areas. For this purpose a plan for a regional park system has been devised which has been incorporated in Bill H.R.26 now before Congress.

The principal feature of both the Washington Region and the future park system is the valley of the Potomac River. A George Washington Memorial Parkway is proposed to include both banks of the river from Mt. Vernon, 14 miles below Washington, to Great Falls, 10 miles above Washington. Below the city the Mt. Vernon Memorial Highway is already under construction on the Virginia shore, and some day a similar parkway will extend to Fort Washington on the Maryland side. This part of the river is broad, lake-like, with gentle, rolling country, but above Washington a different type of scenery is found. The upper river is an area of crags and cataracts, rapids, and pools with great variety of fauna and flora.

In Maryland and Virginia a number of stream valleys should

be preserved as future parks, the most important being those directly connecting with the Rock Creek and Anacostia Parks in the District of Columbia. It is hoped to develop a parkway along the Anacostia and Indian Creek to Baltimore which will rival in beauty and convenience the Bronx Parkway outside of New York.

Within the District of Columbia the park system will be increased by the addition of three new features: (1) A Fort Drive encircling the city and connecting the Civil War forts with their fine views; (2) a system of recreation centers for young and old in all parts of the city; and (3) the preservation of numerous stream valleys.

The center of activities of the National Capital will, of course, always be in the central area dominated by the Capitol dome. If the dome is to dominate, however, heights of private buildings must be strictly limited. The Government itself is observing reasonable limitations in the great public building program now under way.

By the year 1932, when the two hundredth anniversary of Washington's birth is to be celebrated in Washington, it is hoped that much may be done toward completion of the great central composition. Projects are in the making for the Mall, Monument Gardens, Triangle, Capitol-Union Station Park, Municipal Center, Supreme Court, and House Office Building. Possibly by that time an Avenue of the States along East Capitol Street will be started.

The present generation is not only resolved that the National Capital shall be "truly representative of America" but it is also actively engaged in doing its part to make Washington grow toward our ideal in conformity with a regional plan.

THE year 1930 is marked by the passage of the Cramton-Capper Act to finance the entire inner and outer park system of the Federal City region, and by the passage of the Shipstead Act to provide for architectural control of private buildings facing on certain public buildings and grounds.

Thirty-Three Millions for Parks

By LOUIS C. CRAMTON, Member of Congress

PLANS most ambitious are now under way for the development of the National Capital—plans so comprehensive and far-reaching as to challenge the attention of the world. President Hoover has expressed his desire to see Washington a great and effective city for the seat of Government. The real acceleration of the movement toward the fullest possible realization of the L'Enfant Plan dates from the McMillan report in 1901, and the past twenty years has done much for Washington. Now we are on the threshold of great things.

The stupendous sums of money reported in the 1929 American Civic Annual for public construction have been considerably augmented during the year. The cost of realizing plans for construction now authorized comes to well over \$300,000,000.

With the vast expenditures in public buildings and grounds, we need to carry out a park program on an adequate scale to provide ample open spaces for the future and to preserve the uniquely beautiful Potomac River scenery, much of which has almost miraculously been protected from destruction but which is now threatened with various forms of commercial exploitation.

It was to save and preserve the natural beauties of the National Capital that I introduced H.R.26:

A bill for the acquisition, establishment, and development of the George Washington memorial parkway along the Potomac from Mount Vernon and Fort Washington to the Great Falls, and to provide for the acquisition of lands in the District of Columbia and the States of Maryland and Virginia requisite to the comprehensive park, parkway, and playground system of the National Capital.

This bill came before the House with a strong report from the Committee on Public Buildings and Grounds and passed on January 30 by a vote of 199 to 24. The Senate Committee on the District of Columbia voted unanimously to order a favorable report, and Senator Capper succeeded, on May 13, in securing passage by the Senate of the amended bill, which was accepted by the House on May 22. The successful progress of the bill through the House of Representatives and the Senate is largely due to the remarkable unanimity of support given it by organizations and individuals in the District of Columbia,

in nearby Maryland and Virginia, and throughout the Nation. In bringing the merits of this highly important legislation to the attention of an appreciative public, the American Civic Association has rendered an important service which I am happy to acknowledge.

The enactment of this bill into law brings us now to the task of bringing into realization all its great possibilities. As to the District of Columbia, no coöperation from other than Government sources is required, and it will be simply a question of Congress making the necessary appropriations authorized by the bill to enable the National Capital Park and Planning Commission to proceed expeditiously with the acquisition of lands needed within the District of Columbia for park, parkway, and playground purposes. This program, as is well known, includes the completion of the fort to fort drive which will be a great circle boulevard connecting the old Civil War forts. Other areas of importance for parks and parkways will be cared for and about \$6,000,000 will be expended for the acquisition of a comprehensive playground and recreation center program. While the program of the Planning Commission is definitely outlined as to its main features, the requirements for time in negotiations will somewhat delay the program, but it is to be hoped that within three or four years the entire program will be completed in the District of Columbia, and the park needs of the Capital within the District will have been quite adequately cared for for all time.

The second great division of the bill has to do with the extension of the Rock Creek and Anacostia park systems along the valleys of Rock Creek, Anacostia River, Indian Creek, Northwest Branch, and Sligo Creek and of the George Washington Memorial Parkway up the valley of Cabin John Creek in Maryland. This development means an addition to the park system of the National Capital far greater in importance than has been generally realized. When it is completed, one will be able to drive out through Rock Creek Park or out Conduit Road and so into Maryland and enter a great circle drive that will eventually bring one back into the District through the Anacostia Park. These Maryland parkways will give more than 50 miles of beautiful drives connecting immediately with the Washington park system. In the realization of this great dream there has been established in Maryland the Maryland

National Capital Park and Planning Commission, which Commission has gone a long way in developing plans in collaboration with the National Commission and is ready to go ahead with the actual acquisition of needed lands. The State of Maryland has already appropriated money toward this project and is expected to do more. While, no doubt, considerable time will elapse before the areas are properly developed and the drive I have mentioned becomes an actuality, still I am very hopeful that within two or three years at the most, all the needed lands will have been acquired and the realization of the dream will be definitely assured. Coöperation financially by the Maryland Commission and the Federal Government is required and appears now to be fully assured.

Realization of this elaborate parkway project in nearby Maryland not only will constitute a series of most important scenic drives adjacent to the Capital, but will protect and insure the permanence of the stream-flow of Rock Creek, so vital to Rock Creek Park, and further will protect Rock Creek and the Anacostia from pollution.

The third great division of the bill is the proposed creation of the George Washington Memorial Parkway, to include both shores of the Potomac from Mount Vernon to a point above Great Falls, including the preservation and protection of the natural scenery of the Gorge of the Potomac, the preservation of the historic Patowmack Canal, and the acquisition of the old Chesapeake and Ohio Canal from the District to Point of Rocks. This great parkway, which will preserve the unrivaled scenic beauties of that region, protect highly important historic features, insure the protection of the water-approach to the National Capital, and afford splendid recreational facilities as well as protect natural features of the Gorge of the Potomac that are of great interest to scientists, will constitute the greatest memorial yet proposed to honor at the National Capital the memory of George Washington. The acquisition of the lands necessary for the establishment of this great parkway constitute a real emergency, and we should now unite all our forces in effective effort to secure the needed coöperation financially. Time will be of great importance, both because of the despoliation of scenic features by undesirable developments with each month and because that parkway



The Gorge of the Potomac below Great Falls
Courtesy National Capital Park and Planning Commission



Difficult Run as it Nears the Potomac
Courtesy National Capital Park and Planning Commission

should be ready for dedication as a part of the great celebration now being arranged to commemorate the bi-centennial of the birth of George Washington in 1932. Under the terms of this law, the appropriation of half the needed funds from the Federal treasury to acquire these lands will be authorized and assured. The other half must come from the States of Virginia and Maryland, political subdivisions thereof, or from patriotic, public-spirited individuals. The creation of the Northern Virginia Planning Commission by the recent session of the General Assembly of Virginia was a most wise and commendable action, and it is to be hoped it may soon be possible for that Commission to be organized and play its important part in the project. Under the leadership of the National Capital Park and Planning Commission and its very able executive officer, Colonel U. S. Grant, 3d, it will be highly important that steps be taken at once to secure the utmost coöperative effort between the Commission and all interested individuals and organizations to work out effective plans for the financial coöperation required to insure the realization of the George Washington Memorial Parkway before 1932. Governor Ritchie, of Maryland, has given this project strong endorsement, and, recently, Governor Pollard, of Virginia, warmly commended it and expressed a strong hope that the State of Virginia would be able to contribute a satisfactory share of the needed finances.

The wonderful possibilities of the George Washington Memorial Parkway were eloquently emphasized by the dean of the House, the gentleman from Wisconsin [Mr. Cooper] when, at the close of the debate in the House, he said:

"One of the most instructive, beautiful drives in the world, when these contemplated improvements have all been perfected, will be the drive from the Capitol, through the Mall, past the great Monument to Washington, past the Memorial to Lincoln, up the river to the Falls, across that bridge and down on the other side, past Arlington, to Mount Vernon. More than any other road in all the world it will teach patriotism and thrill the hearts of lovers of liberty."

The full realization of the entire program carried in H.R.26 will insure for all time the existence of this complete park and parkway system for the National Capital, which will cause our descendants to the last generation to thank the people of this day for safeguarding so fully and developing so wisely the park system of the National Capital.

Maryland Plans for Greater Washington

By IRVING C. ROOT, City Planner Maryland-National Capital Park and Planning Commission

THE rapid growth of the city of Washington during the last decade has resulted in an ever-increasing suburban development in the adjoining States, Maryland and Virginia. The State of Maryland, realizing the importance of well-ordered growth adjoining the Nation's Capital, enacted a law in 1927 which created the Maryland-National Capital Park and Planning Commission and gave it broad planning powers. The area of jurisdiction, including about 140 square miles of Maryland territory in Montgomery and Prince George's counties adjacent to the District of Columbia, was incorporated under the name of Maryland-Washington Metropolitan District.

This metropolitan district is irregular in outline as the boundary was arranged to include the suburban communities for which planning jurisdiction was desired. Thus, 27 incorporated towns and villages are included within this District, which has a population of about 60,000 and assessed valuation of \$90,000,000.

The Commission is financed by a direct tax of 3 cents on each \$100 of assessable property for administrative purposes.

To acquire park lands or other property, the Commission is authorized to issue twenty-year bonds, to be retired from the proceeds of a 7-cent tax made mandatory in Montgomery County and optional in Prince George's County. Thus far, Prince George's County has not availed itself of the authority for levying park-development tax.

The State-enabling act creating the Commission also provides authority for zoning, preparation and adoption of a Master Plan, subdivision control, condemnation, and supervision over such public improvements as street-grading, pavement-location and width.

Zoning ordinances for the portions of Montgomery and Prince George's counties within the Metropolitan District were adopted March 6, 1928, and April 17, 1928, respectively. According to these two ordinances, which are identical as to requirements, the respective portions of the two counties are divided into five zones. There are three residential zones pro-

viding for single-family, two-family, and apartment use. One commercial zone permits business and light industry and one industrial zone is for non-nuisance industry. Certain so-called "nuisance" industries may enter the industrial zone with the approval of the Commission and after public notice and hearing.

During the two years of zoning administration there have been 66 applications for zoning amendments, of which 36 were adopted. There have been 21 applications for zoning appeals, of which 16 have been either wholly or partially granted. Matters of lot-width, building set-back, or building height may be adjusted by the Board of Appeals where the strict letter of the law may create undue hardship.

A Master Plan for the Maryland-Washington Metropolitan District has been prepared in preliminary form. The purpose of this Plan is to outline an existing and proposed highway scheme as well as a comprehensive park system. The design of all new subdivisions and the construction of public improvements will be required to conform to the Master Plan after its adoption.

The main highway system, as tentatively planned, provides for the widening and straightening of present main arteries within the Metropolitan District and the addition of proposed highways to form a network at one-mile intervals. By-pass traffic by special routes will avoid the congested area of Washington.

The park system, as indicated on the Master Plan, provides for seven major projects: Potomac River Park, Cabin John Parkway, Rock Creek Park, Anacostia River Park, Northwest Branch Parkway, Sligo Parkway, and Indian Creek Parkway.

In addition to these major park projects, which have a combined area of 10,000 acres, the Master Plan shows a network of minor parks and park-connecting drives. As these minor parks may be considered as features in connection with the ultimate subdivision and real estate development of the district, it is planned to secure them by dedication when and as the land is subdivided.

Detailed design plans have been prepared by the Commission for park-development in Rock Creek and Sligo Creek valleys. These plans contemplate the preservation of the great natural beauty for which these valleys are famous. A system of bordering drives will make the parks accessible and at the same time provide very desirable frontage for residential development.

The park plans include a number of recreational features, such as golf-courses, swimming-pools, athletic fields, canoeing, playgrounds, picnic-grounds, arboretum, bridle-paths and tennis-courts. It is expected that fees from the various commercial features will suffice to maintain the parks.

At present the Commission is engaged in securing the land required for the Rock Creek and Sligo Creek Park projects. A number of the property-owners within the proposed park area have donated land for the project, realizing that their remaining holdings will be benefited by the park improvement. This spirit of coöperation is most gratifying to the Commission and will hasten the completion of the projects.

From the standpoint of city planning, perhaps the most important activity of the Commission is subdivision control and the approval of new real estate plats. To date there have been fifty-six subdivision plans approved by the Commission.

Subdivision control regulations enforced by the Commission require a preliminary design plan, minimum residential lot area of 5,000 square feet, and minimum lot frontage of 50 feet. A topographical map, street profiles, and street improvements may be required before approval of the final subdivision plat. The placing of monuments on the ground and also the engineering information contained on the record plat is subject to strict regulation as to method and accuracy.

Prior to street-paving or -grading or the installation of water- or sewer-mains the plans for such improvement must be approved by the Commission. Plans of this nature require a careful study on the ground to coördinate the proposed street-grade with any existing underground work as well as adjoining lot-levels. Due to extremely flat or occasionally rough terrain, the matter of surface drainage becomes a serious problem in the consideration of street-grade establishment. There have been 355 street-grade plans approved by the Commission, representing 70 miles of highway improvement.

Thus, with ample legal authority, adequate funds and with the friendly coöperation of neighboring planning authorities, it is hoped that the development of the Maryland-Washington Metropolitan District will be in keeping with its proximity to the Nation's Capital.

Congress Votes Millions for Public Buildings

By RICHARD N. ELLIOTT, Member of Congress, Connersville, Ind.

OUR Federal Government has adopted and is now engaged in carrying out the provisions of the greatest public building program ever started by this or any other nation in the history of the world. For many years the Federal building operations have been carried on in a hit-and-miss fashion without having a definite or orderly program in view. It is true that President Washington caused the Capital to be laid out by Major L'Enfant in a very thorough manner, and if Congress had followed the plan to the letter it would have resulted in the construction of a much better and finer city than Washington is today. Congress, however, did not adhere to the L'Enfant Plan and allowed the Federal buildings and public utilities to be erected with little or no regard to the plan, with the result that a railroad and switch tracks, with depots and other buildings, were allowed to be constructed in the Mall, which was designed by Washington and L'Enfant to be a beautiful park and a breathing-place for the thousands of citizens of the National Capital and tourists who throng the city by the thousands each year.

Congress made but a feeble attempt to carry out the provisions of the McMillan Plan beyond the removal of the railroad from the Mall and the erection of the Union Station, with the consequent enlarging of the Capitol grounds.

The passage of the Act approved May 25, 1926, known as the Elliott Law, marked a most important epoch in the remaking of the National Capital. This bill was introduced twice in the House of Representatives by the writer, and twice passed by the House before the Senate took any interest in it. It carried out the recommendations of President Coolidge in his message to Congress, and authorized the purchase of lands and the construction of public buildings in the District of Columbia to the amount of \$50,000,000, to be constructed on a five-year program, and \$115,000,000 for buildings throughout the country, to be spent at the rate of \$15,000,000 annually. This amount has, by amendatory acts, been increased until Congress has authorized for buildings in the District of Columbia the sum

of \$227,890,000 and throughout the country \$363,000,000, making a total sum of \$590,890,000, which vast sum will be expended at the rate of \$50,000,000 annually.

There will be constructed in the District of Columbia the Triangle Group including the building for the Department of Commerce, probably the largest office building in the world. It is 1,050 feet long, 325 feet wide, seven stories high, and will contain more than one million square feet of net floor-space; the estimated cost, exclusive of the value of the land it occupies, is \$17,500,000, a sum greater than President Thomas Jefferson paid for the Louisiana Territory. It will house 7,500 employees.

The Elliott Bill was sponsored in the Senate by the late Senator Bert M. Fernald, of Maine, who was Chairman of the Senate Committee on Public Buildings and Grounds, and the passage of the bill in the Senate was largely due to his efforts. After the death of Senator Fernald, Senator Henry W. Keyes, of New Hampshire, became Chairman of the Senate Committee on Public Buildings and Grounds, and since that time he has managed the building legislation in the Senate, and the amendatory acts were passed in the Senate by reason of his ability and energy. A great deal of credit for the passage of all of this legislation is due to the efforts of the individual members of the two Committees on Public Buildings and Grounds, and had it not been for their hearty coöperation, the various bills would have failed to become laws.

This is not a wild orgy of money spending on behalf of Congress, but is an honest and constructive attempt to supply the Federal Government in the National Capital and all of the cities of the Nation with much-needed buildings in which to house Federal activities. Under the safeguards of the Public Buildings Act, the money will all be well spent, and no building can be constructed until it has the approval of the Treasury and Post Office Departments, the Director of the Budget, the President of the United States, and the appropriation by Congress of the funds for each individual building. The plans for Federal buildings in Washington are made, so that when the program is completed the group will have the appearance of having all been constructed at the same time. When these plans are carried out, Washington then will become what its founder intended it to be, and the greatest Capital City of the world.

A Unified Plan for Public Buildings

By ANDREW W. MELLON, Secretary of the Treasury

THE city of Washington is fortunate in having a comprehensive and well-thought-out Plan, distinguished both for symmetry and balance, and capable of being executed by degrees. Those who made the Plan knew that it must be carried out by other men, and possibly other generations, rather than by those who designed it. They were careful, therefore, that it should conform to those standards of taste which have stood the test of time and are likely to be well regarded by future ages.

The original Plan, as evolved by Washington and L'Enfant, and later modified by the Plan of 1901, is still regarded as fundamental in the development of Washington, and it is that Plan which is being carried out today. Those charged with the responsibility for the Government buildings to be erected or now under way are adhering closely to the Plan, for they realize that it must be carried out in its entirety, and that deviation in any important detail might mar great developments to which general approval has been given.

This is particularly true as regards the monumental group of Government buildings now being erected in the so-called "Triangle Area" bounded by Fifteenth Street, Pennsylvania Avenue, and the Mall. These buildings will meet some of the most pressing needs as regards housing of Government departments and activities. At the same time, advantage will be taken of this opportunity to group them together in such a way as to contribute in the greatest measure possible to the beauty of Washington. As a result, they will give dignity to Pennsylvania Avenue and the Mall, and thus will realize one of the most important features of the L'Enfant Plan.

The responsibility for the purchase of sites and the erection of these buildings was placed by Congress on the Treasury Department. In carrying out that responsibility, the Department has had the assistance and advice of a small group of the leading architects of the country, who, under the chairmanship of Mr. Edward H. Bennett, of Chicago, have come to Washington at frequent intervals and have worked out a plan under which each building, while having a separate and distinct

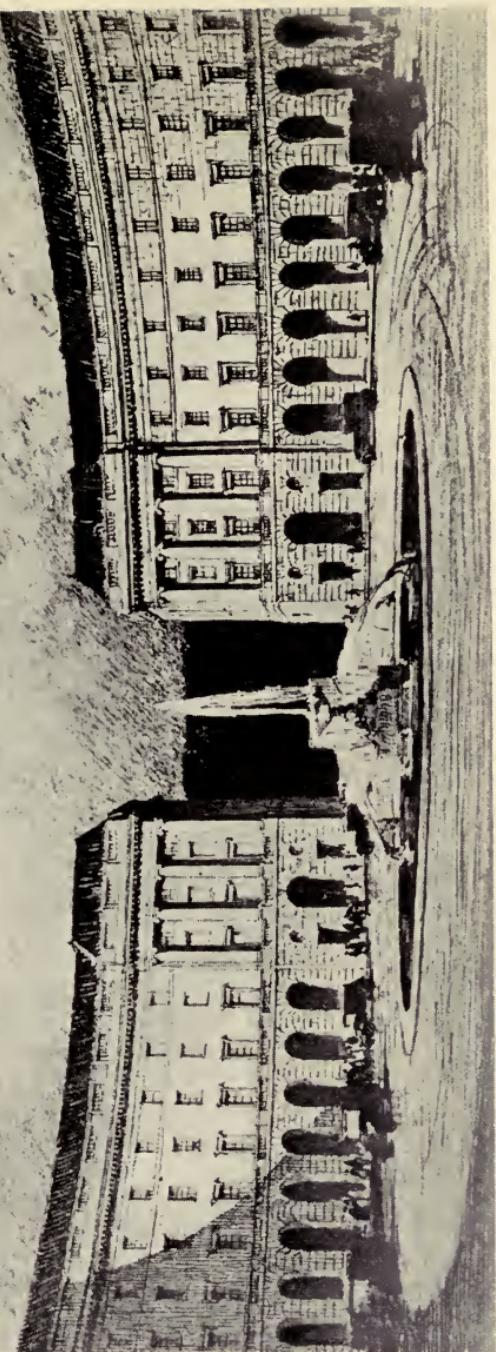
architectural treatment, will become an integral part of a great group of buildings of dignified and harmonious design.

In evolving the plans for these buildings, the Treasury and the Advisory Architects have worked in close coöperation with the Fine Arts Commission, the National Capital Park and Planning Commission, the Office of Public Buildings and Public Parks, and with the members of the Senate and House of Representatives who are most directly concerned with the work. The entire work has been coördinated under the leadership of President Hoover, who has placed the full force of his Administration behind the movement and has given great impetus to the plans for carrying out at an early date the long-deferred development of Washington.

As a result the work is making rapid progress. Congress has made generous provision for carrying on the work in the "Triangle Area," so that this great undertaking is now going ahead as rapidly as possible. The first building in this group to be completed will be the one for the Bureau of Internal Revenue, which it is expected will be ready for occupancy on July 1, 1930. The great building for the Department of Commerce, which extends along Fifteenth Street and forms the base of the "Triangle," is now under construction and is being pushed rapidly to completion. Architects' drawings are being rushed for the new Post Office Department facing the Department of Commerce; and plans are now being made for the Archives Building, the Department of Justice, the Department of Labor, the Interstate Commerce Commission, and other establishments.

Other buildings are now or shortly will be under way. A central Department of Agriculture building is nearing completion; a monumental building for the Supreme Court, facing the Capitol, and an additional office building for the House of Representatives will be erected; and suitable permanent buildings for the War and Navy Departments will also be built.

All of these buildings and many other projects, such as the Memorial Bridge joining the Lincoln Memorial and Arlington, are going forward as integral parts of a great Plan which, in the course of a very few years, will give to Washington that sense of unity and completeness which was contemplated in the original Plan and will eventually be realized as the projects now under way are carried to completion.



Court in the Triangle Group, Showing Post Office Department
Designed by Delano & Aldrich. Courtesy National Commission of Fine Arts

REGIONAL PROGRESS

The New Regional Plan Association of New York

By GEORGE B. FORD, General Director, New York City

THE Regional Plan Association is separate and distinct from the Regional Plan Committee which made the Regional Plan of New York and Its Environs and which was financed by the Sage Foundation. The Committee has virtually completed its work with the publication of its ten-volume report and will continue only with a skeleton staff to keep the maps up to date. Mr. Thomas Adams has resigned as Director but will remain as a consultant to the Regional Plan Association.

The Regional Plan Association is primarily a promotional body. As the Regional Plan was being made, the Committee and the staff came to realize more and more that, if the Plan were going to be put into effect, some new agency must be created that would be, in fact, representative of the Region, a coöperative organization that would bring together from all parts of the district those most interested in its future development. So, at a great meeting attended by over two thousand people, on May 27, 1929, the Regional Plan Association was created with a new and quite different board of directors and with entirely separate offices and staff. The Association is being financed solely by popular subscription.

As to the objects of the organization, I think we can do no better than quote from an address by Mr. George McAneny, the President of the Association, an address entitled "A Paralyzed Population or Planned Progress?"

Mr. McAneny set forth the aims and tasks of the Association in the following words:

The Regional Plan Association has been Incorporated

To promote continued planning activity throughout the Region.

To interpret the Regional Plan to the man in office and shop, the woman in the home and the child in school in language each can understand.

To assist local governments in fitting their plans into the Regional Plan and thus make the Plan become a reality.

This is a Big Job, as Big as the Making of the Plan.

It involves—

The maintenance of an adequate headquarters and three branch offices strategically located.

The enlistment of local public-opinion-forming groups, such as chambers of commerce, service clubs, women's clubs and civic associations, into 22 county councils, and the unifying of these county groups into a Regional Council.

The development of a sustaining membership.

The rendering of all proper assistance to create additional official planning commissions in cities and other communities in the Region.

The rendering of similar assistance in the revision and coördination of laws affecting planning.

The rendering of assistance to planning boards and organizations in the adjustment of their local projects to the proposals of the Regional Plan.

The preparation and distribution of thousands of bulletins, booklets, maps and diagrams to popularize the Plan.

The making of hundreds of illustrated talks each year before local bodies, each talk containing material most applicable to the locality.

The preparation of motion pictures to visualize and explain the Plan.

The holding of public mass meetings for special purposes like that of last May.

Thousands of miles of travel in the Region each year by members of the staff in the performance of these duties.

The Association has Developed a Momentum of Popular Interest and Endorsement which is almost unprecedented. We have done this since last May, with limited funds and staff, and it must not be permitted to stop, but must go on and increase if the Regional Plan is to become a reality.

For these purposes the Association requires a budget of \$200,000 per year. This sum will provide for administration, field staff, speakers' and information bureaus, appropriate central office space, branch offices and travel expenses adequate to carry on this fundamental task.

In presenting this analysis of the Association's program, let me say that the Board of Directors has not underestimated the magnitude of the task. It will require at least five years of intense effort to accomplish the program agreed upon, and the ablest personnel to carry it through.

The need for the Plan is recognized and its proposals have been endorsed by the business and civic leaders of the Region. With individual and organized coöperation and support, the Plan can be made an instrument of enormous assistance in directing and safeguarding the next fifty years of our development. Without it the New York Region faces as an alternative for the future a condition of disorder which will require millions of dollars to correct.

Our method and policy differ from that of the Chicago Regional Planning Association in that we started with a completed plan and are now starting to convince the public that they should build according to it. The Chicago Association is supported largely by allotments from county official treasuries, whereas we receive no support from any official source or from any foundation. The Chicago Association is working primarily with the existing officials of the counties and municipalities of the region, whereas we are working in part with them, but primarily we are trying to promote county and municipal planning commissions and to build up the citizen associations locally that will carry on regardless of political turnovers and will act as the promoters of, the sellers of, and watch-dogs over, all local planning. Furthermore, we are trying particularly to inculcate broad vision and a regional point of view—a real comprehensiveness in all local planning. It is also true that whereas the Chicago Association is concerned with planning only outside of the city of Chicago, we are concerned with both the City and the Region.

As compared with the Philadelphia Tri-State Regional Planning Federation, we are starting with a plan already made, while they are in the process of making a comprehensive regional plan and inducing the public to take it over as they go along. As fast as they work out any projects in a tentative preliminary way, they call in the State, county and municipal engineers and the other officials affected and ask for their criticism and suggestions. Then the Federation engineers, if they find they can do it consistently, adopt or adjust the local ideas and try to fit them into the comprehensive plan. If they find the local ideas will not fit, then they try to persuade the local authorities that the comprehensive plan is actually better locally. We are beginning now to take up the completed Regional Plan with the existing local authorities, to see, first, whether they can adopt the Plan "as is" and adjust their local improvement program to it, or if they cannot, to see how we can amend the Plan consistently so that we can agree on a common plan.

Our policy differs primarily from the Philadelphia policy in that we are devoting the larger part of our endeavor to the creation of county and municipal comprehensive planning bodies and also of citizens' planning associations, with a desire

that the public and citizen body shall work together continuously, even through political turnovers, to make the Plan permanent and constantly alive. We are working for the long pull, believing that if we spend a little more time now in building our foundation, our eventual result will be much more satisfactory.

We are also working in very close touch with a large number of citizen bodies throughout the five boroughs of New York and the Region, helping them promote planning and projects of regional interest, helping them get together and pool their interests on projects of common value, with the result that already there are scores of civic bodies, whose first thought when anything new comes up is to turn to the Regional Plan Association for advice and help. More and more we are becoming a clearing-house for everything that has to do with the physical development of the municipalities, as well as of the Region as a whole.

More specifically, we have already been directly responsible for the creation of at least a score of municipal planning boards, for the creation of four or five county planning boards, and of several county planning associations.

Whenever new projects come up of general interest, which demand new solutions, we make it a point to try either to present a solution ourselves, for popular consideration, or to set wheels in motion for others to do it. For example, when the Board of Estimate and Apportionment recently opened up Shore Drive, in South Brooklyn, to apartment houses, we came out in the leading newspapers with a scheme fully illustrated, showing how here was a unique opportunity to get away from the old-fashioned Chinese Wall of apartment houses that have so monopolized Riverside Drive. Instead, we proposed a new type of end-on apartment, like the hotels at Atlantic City, where every window, way down the side streets and in back, could enjoy the view and the air over the boardwalk, instead of limiting that enjoyment to the few people who had windows actually facing on Riverside Drive, as is the case in the old-style apartment.

We are just at the beginning of a stupendous undertaking for which there is very little precedent. Ten avenues of usefulness open up to one that it is physically possible to follow.

Regional Planning Results in Chicago

By HENRY P. CHANDLER, a Director of the Chicago Regional Planning Association; Former President Chicago City Club

EDITOR'S NOTE.—As a part of the 1929 Traveling Annual Meeting of the American Civic Association in Illinois, Mr. Chandler addressed a large dinner conference held in the beautiful Joliet Chamber of Commerce building designed by Daniel H. Burnham. Mr. Chandler's talk commanded such enthusiasm on the part of those who heard it that we asked him to make a brief of it for the Annual.

THE Chicago Regional Planning Association has been functioning actively about five years. In that time it has defined standards for the physical factors of community development, such as the apportionment of land between business and residential use, provisions for parks and streets; it has coördinated the efforts of different municipalities in projects of common benefit; and it has given active assistance to zoning, location, and improvement of highways, development of parks, and promotion of facilities for aviation.

At the outset, careful consideration was given to the region to be selected as the field of the Association. Finally an area was chosen within a radius of about 60 miles extending north, west, and south from the center of the city of Chicago (Lake Michigan lying east). The boundary-line would run west from the vicinity of Racine and Kenosha in Wisconsin on the north, thence south, taking in the Fox River Valley in Illinois and the cities of Elgin, Aurora, and Joliet, thence east to Lake Michigan at about Michigan City, Ind., including also Hammond and Gary, Ind. All of this territory is within commuting distance of Chicago, and economically is within its sphere of influence. It includes parts of three States and over 7,800 square miles. Obviously, the region of Chicago extends farther and a larger area might have been selected. But beyond the line indicated the direct influence of Chicago shades out very rapidly, and the area chosen has seemed to be a logical one.

One of the first undertakings of the Association was to estimate the population of the region and all its units at decennial periods beginning in 1910 and continuing through 1950. This was for the guidance of public bodies in planning highways, parks, and like facilities, and providing for industry and business

in zoning plans. The census figures were naturally used for 1910 and 1920. The figures for 1930, 1940, and 1950 were the result of a careful study made under the direction of the University of Chicago, to which the estimates of the telephone companies and other public utilities contributed.

One or two features of the table of population for the different decades may be of interest. The population of the region, which was 3,858,818 in 1920, is expected to be 7,500,000 in 1950. The corresponding figures for the city of Chicago are 2,701,705 in 1920 and 4,500,000 in 1950. The estimated population of the city of Chicago in 1930 (3,320,000) is almost 300,000 more than the population of the entire region in 1910. But while the estimated increase in the population of Chicago from 1930 to 1950 is a little over a third, that of the region is about a half. This confirms the trend toward the suburbs.

On the basis of this population study, in connection with other relevant factors, the Association has made extensive investigation of various physical factors of community development. It has finally arrived at some tentative standards which it has disseminated among public officers, real estate associations, chambers of commerce, and others concerned. Three will be noted here: business frontage, street-widths, and park acreage.

A study of business frontage in forty-three selected cities and villages showed numbers of front feet of business property for each one hundred of population, ranging from 105.8 to 24.6. In general, as might be expected, the amount of business frontage was greatest in the communities most distant from Chicago where the largest proportion of the retail wants of the people would be satisfied, and least in the communities nearest Chicago which are used almost exclusively for residential purposes. The Association has settled upon 50 feet of business frontage for every hundred of population as a norm, and recommends this for subdivision practices.

The Association recommends the following standards of width for streets and street pavements: for single family residential streets, a 66-foot right-of-way and 26-foot pavement; for apartment and heavier residential streets, a 66-foot right-of-way and 36-foot pavement; for major streets serving business uses, an 80-foot right-of-way and 56-foot pavement; and for

major streets designed for unusually dense traffic a 100-foot right-of-way and 76-foot pavement.

The Association has made a study of park, playground, and schoolground facilities in the region which has convinced it that the area used for these purposes is too low for the population. The acreage per thousand persons at the time of the study varied from as low as .57 to as high as 39.6. The average for fifty-two communities studied was 2.56 acres. The Association recommends as a standard 10 acres for every thousand persons, 3 acres to be devoted to playground purposes. There are now in the region approximately 52,000 acres of parks, playgrounds and forest preserves. If the standard of 10 acres per thousand persons is to be attained for the estimated population of 1950, it will be necessary to increase this area by approximately 88,000 acres, or more than one and one-half times.

So much space has been given to the definition of standards of various kinds by the Association because that is an important, and perhaps the most important, way in which it has influenced the policy of the public bodies in the region. It has given them a yardstick by which to measure their accomplishment and a mark at which to aim.

But the Association has also coöperated actively in various enterprises. One of its principal interests has been zoning. Approximately seventy municipalities in the region are now zoned and others are preparing ordinances.

The Association, through its expert staff, is always ready to advise public officers concerned with zoning about problems encountered, whether in the formulation of ordinances or the enforcement of them afterward. It makes available to any municipality the analyzed experience of all. It has a legal committee consisting of lawyers specializing in public law, and while, of course, it does not conduct cases, it does obtain and furnish to counsel for municipalities advice on legal problems in zoning with which they may be confronted.

The Association has given much attention to aiding in the development of parks to make them most useful to the people. There are in Cook County 33,000 acres of forest preserves, but these lands are deficient in shelters and facilities for the comfort of the multitude of persons resorting to them. There is also need for a road of appropriate character linking them together.

The Association has formulated plans for both of these improvements. Little actual progress has as yet been made on them because of financial obstacles, but those can and will be overcome in time. Then the public will benefit by the preparation which the Association has made.

On the shore of Lake Michigan, in Indiana, near the Illinois line, is Dunes State Park, consisting of 2,250 acres with $3\frac{1}{4}$ miles of lake-front. A study made in 1927 showed that 85 per cent of the persons visiting this park were from Illinois and most of them from Chicago. As a matter of justice, the Association decided to bring help to Indiana in the development of the park. It has undertaken to raise \$500,000 over a period of time, and has already secured and applied part of it for the installation of much-needed facilities.

The Association has fostered the systematic development of highways in the region. One of its aims is to secure gradually the dedication of land for wide arterial boulevards radiating out through the country from Chicago. In three years it obtained the dedication of over 150 miles of right-of-way, 200 feet wide, for this purpose. It has made studies and placed them at the disposal of the counties and States for the location of through highways, provided for either by bond issues or taxes on gasoline. It has helped municipalities in working toward grade separations.

The Association is alive to the importance of airports in the years to come. Consequently it has located and surveyed 250 potential airport sites about which it is in a position to give full information to companies seeking locations. There are now thirty-four fields in the region, eleven being opened in 1929.

This sketch is by no means a complete account of the work of the Chicago Regional Planning Association. It only indicates some of its typical activities. In general, it is the purpose of the Association to furnish to the public bodies of the region suitable standards and the results of general experience. It seeks to coördinate the efforts of numerous agencies politically separate, and to help these agencies to serve intelligently common aims.

THE Cook County forest and the regional park system of Chicago will not only mitigate the worst evils of city living but will form permanent bars to intensive land occupation.

Los Angeles County Regional Planning Commission

By BRYANT HALL, Research Engineer Los Angeles County Regional Planning Commission

EDITOR'S NOTE.—The Los Angeles Regional Planning Commission is a pioneer among official regional planning agencies. Few regions in the United States have brought into intensive use larger areas of hitherto open country. The Commission has, therefore, had plenty of practice with which to make perfect.

THE work of the Los Angeles County Regional Planning Commission continues to be a demonstration of the value of the county as a planning unit, especially where, as here, the county is sufficiently large to include the entire metropolitan area. Operating as an official part of the county government, the Commission has been able to command sufficient funds for the establishment of an adequate technical staff, and has obtained the confidence of the people in the breadth of its views and the soundness of its methods. The artificial boundary lines which sometimes absurdly limit the work of city planning commissions have offered considerably less difficulty in this larger unit, and it has been possible to do much planning in advance of development.

The total area of the county is 4,115 square miles, of which only about one-third is intensively used. The valley lands which constitute the metropolitan regions have an area of about 1,200 square miles, in which are to be found 44 incorporated cities, having a combined area in themselves of over 700 square miles. The Commission is in constant contact with the officials of each of these, and provides a means for concerted action toward the orderly development of the area in and between them.

January of this year saw the publication by the Commission of the first of a series of plan reports. The word report is used for lack of a better, although this first 150-page printed book is in reality rather a working tool than a mere statement of things accomplished or proposed. It is an account of planning in practice. It deals specifically with only one phase of regional planning, the highway plan, and with only one section of the county, the San Gabriel Valley. But so carefully has it been

prepared, so well rounded is its presentation, that the reader senses at once that the other phases of planning and the other portions of the county are not being neglected, but are, on the contrary, receiving equally careful attention at the hands of a competent and permanent staff.

It is more than seventeen officially approved city plans in a single volume (although that alone marks it as an extraordinary achievement)—it is a unified highway plan for the entire area of 278 square miles. Further, it has been formally adopted by all the governing bodies concerned, including, for the unincorporated areas, the Board of Supervisors of the county.

The work in Los Angeles County is shown to be based on the theory that wise administration of the plan, as it develops, is of far greater importance than the delay of every attempt at control until the final and perfect, complete and comprehensive plan can be prepared. In a county where rapid growth of population is commonplace, where new cities and towns spring into being every year, no successful planning could have been achieved by the latter method. Zoning, for example, had to be undertaken and put into effect at once, or many fine opportunities for its protective effect would have been irretrievably lost.

Action was imperative, but it has nevertheless been the policy to make haste slowly, and knowing the vital importance of building up in the public mind a reputation for fairness, firmness, and foresight, the Commission has taken no step without deliberation. It has sought, while doing first things first, to keep "second" and "third" things not too far in the background. Thus, when making a statement as to the need for subdivision control, it has emphasized the value of securing highways by dedication. When working out zoning schemes for unincorporated areas, it has never failed to remind the people of the park and playground problem that confronts them. In designing highways, and in conferring with engineers concerning their details, no opportunity has been lost to emphasize other phases of planning such as landscape design, building-lines and lot sizes as being of equal importance and as being under study by the staff simultaneously. The regional plan of airports is already partially worked out, in its relation to population centers, topography, and the Major Highway Plan.

The County Zoning Ordinance, under which certain unincorporated areas are zoned in detail (the remainder of the county outside of incorporated cities being left provisionally in the unrestricted zone), is being carefully and successfully administered, and is gaining established strength from day to day. Several square miles of new detailed zoning have been brought into effect during the year, and it is hoped that the coming year will see a complete zoning plan for the entire San Gabriel Valley, the same area (278 square miles) as is covered in the first of the series of highway reports.

Subdivision activity has not been so intense, and the Subdivision Section has utilized this opportunity for strengthening the details of procedure, and is now making careful field studies of all new subdivisions to an extent that was impossible during the first years of the Commission's existence, when a larger number of tracts were being submitted. The governmental administrative center at Los Angeles, county parks and parkways, the industrial land situation, and other features of comprehensive planning are to be made the subject of intensive study during the next few months. At the same time, the second unit of the Major Highway Plan will be brought to completion and published.

"The Regional Planning Notes," edited bi-weekly by the Research Engineer of the Los Angeles County Regional Planning Commission, have continued to attract favorable comment as a means of building up public support, and a very effective exhibit has been prepared, some of which will be shown at the National Conference on City Planning at Denver.

POLITICAL boundaries seldom have any relation to topographical regions. Commuting areas around cities offer a constantly advancing frontier. Retail deliveries extend farther from the cities until they are retarded by branch stores and decentralized shopping districts. Regional planning, to be successful, must surmount the barriers of political boundaries.

Highways for Lucas County, Ohio

By CHARLES E. HATCH, Lucas County Planning Engineer

A DESCRIPTION of the development of planning in Lucas County is perhaps of some interest on account of its being the first organization of its kind in Ohio. The Commission is six years old. For two years it was not active, but during the next two and one-half years it was extremely busy working out a comprehensive highway plan and a code of platting regulations. Since then all of its energies have been exerted toward the execution of the plan. The State laws of Ohio limit a Planning Commission to planning activities, and everything else that is accomplished is due to persuasion.

Our highway plan has had a fair amount of success, and to date only one minor change has been made in it. Many interlocking organizations have been used to help us in our work. The Maumee River Scenic and Historic Highway Association has a group of several hundred active supporters that live in every locality between Toledo and Ft. Wayne, Ind. Their purpose is to preserve and enhance the natural features of the Maumee River Valley. The Miami and Erie Canal, which flows parallel to the Maumee River, was a great drawback to this plan, but during the last year the Canal was abandoned and filled, and a highway is now being built upon its site.

Practically the whole distance between Toledo and Ft. Wayne has been paved and beautified. Forty thousand school children have signed a petition for the State to create a park between this boulevard and the river. The Governor of Ohio has approved of this movement, and present indications point toward the consummation of this plan some time during the summer of 1930.

The Ohio State Conference on City Planning was held in Toledo in October, 1929, for the purpose of creating interest along this highway and of interesting the people in Toledo and its environs as to what planning work is being carried out. Speakers such as Flavel Shurtleff, William A. Stinchcomb, Dr. J. Gordon McKay, Walter H. Blucher, U. N. Arthur, and Alfred Bettman, were brought here for that purpose.

A new Metropolitan Park Board was recently appointed to design, create, and carry out a program of parks in conjunction with the planning movement. This organization is in a position to levy taxes on the people and to make our plan an actuality.

Historic sites are being acquired, improved, and marked. Bridges will be created in a style which will beautify the spot where they are to be placed; one such bridge has already been constructed and is covered with stone so as to be an asset and not a detriment to the locality. Highway signs have been placed on all main highways for the purpose of educating the people as to the plans of the Commission relative to the ultimate width and use of each road.

Lack of publicity has been one of our biggest handicaps. A Planning Commission has been created and is active in every village in the county. A book on city planning is being written and will be placed as part of the regular course in each high school in the district. A Citizens' Civic Organization has just been formed, with representatives of every civic club on its board of directors. Prominent speakers, such as Frederick Bigger, are being brought here periodically to tell the public what other localities are doing. The purpose of this organization is to bring about the orderly community development of the Toledo district by arousing public interest and supporting proper city and regional planning in the city of Toledo and environs.

Eighty-two subdivisions have been presented to the Commission, of which eighty have been approved; 44 miles of scattered highways have been widened to carry out our plan. If this land had been condemned, it would have cost the county in the neighborhood of \$2,791,360 at the present rate of land valuation.

Our jurisdiction should cover the Maumee Valley instead of Lucas County. This would take in part of several more counties and extend over a small area in the State of Michigan. Several changes in the State law should be made. Under the present system our highways can not be completely widened unless the entire region is platted or the officials buy part of the necessary additional width. At the present time a plan is being worked out whereby the county will not pave or repave any highway until the adjacent property holders dedicate the width necessary to complete our plan.

The Highway Plan for the Cleveland Region

By CHARLOTTE RUMBOLD, Secretary Committee on City Plan,
The Cleveland Chamber of Commerce

THE Report of a Plan of Highway Improvement in the Regional Area of Cleveland, Ohio, based on a Survey of Highway Traffic by the Bureau of Public Roads, U. S. Department of Agriculture, and the County Commissioners of Cuyahoga County, Ohio, issued in 1928, is one of the most interesting documents on highway traffic and highway improvement that has been issued in these United States for many years. The maps, plans, tables, and descriptions of the methods used in the survey are described at length and are all of intense interest to everyone interested in highway traffic problems.

Probably no city of major size in the United States makes more experiments in its governmental machinery than Cleveland, and it is to be expected that Cuyahoga County, of which Cleveland is the dominant center, should be proud of the experiment of making the plan through the agency of a Federal department in coöperation with County Commissioners, not only of the county most concerned, but of the surrounding counties—Lake, Summit, Medina, Lorain, Portage, Geauga, parts of which are included in the regional area, and with the officials of cities and villages throughout the area. It is a fact, demonstrable by many factors, that none of the large cities of the United States is any longer contained within its political boundaries. In many cases—and Cleveland is one of them—it is not even contained within the county boundaries. Industry, finance, commerce, labor, newspapers, are entirely aware of this fact and apportion their budgets upon it. It is not often, however, that political bodies, especially elected political officers, recognize the fact.

It is to the credit of the Commissioners of Cuyahoga County that, realizing the unsatisfactory policy of improving highways without a definite plan to guide them, they went to the Bureau of Public Roads of the United States Department of Agriculture to ask its coöperation in a study of the traffic problems of the county in the establishment of a scientific plan of highway improvement. The Bureau of Public Roads required:

1. That the study include the area in which traffic conditions are principally influenced by the city of Cleveland and its surrounding suburban area without regard to political boundaries or jurisdictions.
2. That all governmental agencies in the area having jurisdiction over highways and highway traffic coöperate in the establishment of a general highway development plan and agree to carry this plan into execution when established.
3. That the highway studies in the area be continued over a period of years in order to observe the effect which the execution of the plan will have upon the distribution of traffic and upon the efficiency with which traffic is served by a modern highway system.

The fact that the Commissioners of Cuyahoga County were able to guarantee that these conditions would be met is a tribute to their statesmanship, and the fact that the officials of the governmental agencies in the area likewise agreed to meet the conditions is a tribute to their public spirit. Not only was the coöperative survey agreed to by the United States Bureau of Public Roads, the Ohio State Department of Highways, the Boards of County Commissioners of Cuyahoga, Geauga, Lake, Lorain, Medina, Portage and Summit counties, but also within Cuyahoga County by the cities of Cleveland, East Cleveland, Cleveland Heights and Lakewood, and 42 villages and 7 townships.

Incidentally, if there ever was an argument for coöperative metropolitan government, it can be found in the labor which bringing about such an agreement entailed.

The cost of the survey was shared equally by the Bureau of Public Roads of the United States Department of Agriculture and Cuyahoga County. The surrounding counties were not asked to contribute money. They did, however, furnish complete data regarding present highways and structures and made available all their existing records.

At the bottom of the trouble with the highway system in the regional area were, first, the lack of a common plan of highway improvement throughout the district and, second, and probably worse, the complete absence of any centralized authority and responsibility, due to the division of responsibility between the Commissioners of the several counties, and further complicated by the division of authority between the counties and the municipal corporations within the counties.

The report was presented in 1928 and was formally adopted

by all the political authorities having jurisdiction in the district. It was, moreover, so satisfactory that there was a demand that the organization which made the study should stay to see its plans carried through. This was made possible through the Cleveland Commercial Club which established the Cleveland Highway Research Bureau and secured Dr. J. Gordon McKay, who had been in charge of the planning survey, to be director of this Highway Research Bureau. He brought with him the key men of this organization.

In the approximately two years which have followed, the ten-year plan of improvement is well under way.

The plan is composed of two major divisions: the rebuilding and modernizing of existing highways, and the development of new highways where existing routes cannot adequately meet traffic demands. The rebuilding program was divided into two five-year periods based on traffic demands and the condition of existing improvements. The rebuilding program for the first five-year period is approximately one-third completed and will be more than one-half completed by the end of the 1930 construction season.

The new routes, which require establishment as well as improvement and involve the acquisition of considerable property, are all in process of planning, and several large contracts for these routes will be awarded in 1930.

The Commissioners of Cuyahoga County and the six surrounding counties, the Ohio State Highway Department, as well as the various municipalities, are carrying out the plan as rapidly as funds are available and detailed construction plans can be completed, and there is every indication that the program will be completed within the period planned. The State Highway Department has recently adopted six of the planned new routes as part of the State highway system.

During 1930 the State will participate in a \$4,500,000 building program in Cuyahoga County, the major part of which is on the new highways included in the ten-year plan. Cuyahoga County will also carry out a \$2,500,000 road-construction program in addition to an \$8,000,000 bridge. The program is being financed very largely from current revenues, bonds being used only for major structures.

IN THE STATES

Citizen-Making in Illinois as Seen at the Traveling Annual Meeting

By WARREN H. MANNING, Landscape Architect, Cambridge, Mass.

EDITOR'S NOTE.—Mr. Manning's comments on the Traveling Annual Meeting in Illinois, even in the abridged form in which we must present them, should be of great value, not only to those who traveled with the Association and the Art Extension Committee, but also to the citizens and officials of Illinois who hold in their hands the planning for coming generations. The pilgrimage culminated with a large dinner conference in Chicago, arranged by the Regional Planning Association, to present a progress report on a regional park plan.

ON SEPTEMBER 29 to October 4, 1929, the American Civic Association held meetings along the route of travel from Springfield to Chicago. The pilgrimage was under the personal direction of Dr. H. E. Hieronymus, a leader in citizen-making, with the aid of Lorado Taft, American master artist and craftsman, whose love for, and creations of, beauty inspire the soul of every person who hears him or sees his works; and Frederic A. Delano, President of the American Civic Association and former resident of Illinois, whose success as a railroad man has led to civic leadership in Chicago, New York, and Washington, who, with the capable and inspired members of the Civic Association, made the pilgrimage truly enlightening.

A major inspiration for all Americans was New Salem, where we walked over the ground where Lincoln lived, labored, studied, fought, and loved in his manhood-making period. If this little pioneer log-cabin settlement could be restored in every detail, how it would open the eyes of millions of people to the character-testing hardships of the makers of America!

At Springfield we found the evidences of Lincoln's leadership and home-life which have made him one of the most beloved men of our country and of the world. At this, the State's capital city, the purposes of our Society were considered so important and of such value to the State that our principal meeting was presided over by Governor Emmerson, who, with Mrs. Emmerson, received us at the Executive Mansion. At the evening meeting, General Smedley Butler sounded the note of indefatigable energy and courage in preserving the peace and carrying on constructive civic programs.

On leaving Springfield we passed in and out of valleys, tributaries to the Sangamon River, and through rolling prairies, not infrequently encountering steep grades and cuts from 10 to 20 feet deep, due to the fact that the main valley levels were from 50 to 100 to 200 feet below the prairie levels. We crossed the Sangamon to reach Riverton with its coal-mines, where we observed a big, broad shale-pile, quite distinct from the steep, cone-like peaks we were to see later. We soon entered fine, level corn-land but saw by the way a Scotch larch plantation with trees at least 60 feet high and diameters up to a foot.

Then we followed the Wabash right-of-way on the Pikes Peak Ocean to Ocean Highway, which certainly ought to be broadened by adding another road reservation on the opposite side of the railroad. In Illinois, a State Plan should call for supremely fine roadside planting to compensate for the bare rural roadsides. Trees were said to be regarded as detrimental to farming operations, as were also roadside flowers which were generally cut before they blossomed to prevent them from seeding. Only a few great masses of wild flowers were seen, and these chiefly near Chicago.

In the outskirts of Decatur we observed many fine homes with attractive grounds. We were received at Milliken University and noted that this is an institution where the brick buildings are quite consistent in design. We were particularly pleased to see a high school with excellent playground and athletic field. The most outstanding recent accomplishment in this town is the construction of a 366-acre lake that is half a mile wide and 12 miles long, with a 6-foot dam and a water-level of 610 feet above the sea. It is crossed by a highway and two railroads, one of which, the Wabash, is carried over the water on a series of great concrete arches that are attractive incidents in the view down the lake. These arches were built under the administration of Mr. Delano when he was receiver for this road. We were the guests of the new Decatur Country Club, on the shores of the lake.

Bement was the next stop. On the way we passed over a drainage-ditch and by roses that had escaped from an old garden. The main street was a three-lane road shaded with elms of the New England type. Here we visited Bryant House, where Lincoln and Douglas met and arranged the joint debates that

led Lincoln to the presidency and Douglas to the Senate. Our host was the Honorable J. F. Sprague, the donor of the house to the community. The building is a simple, white, one-story cottage, furnished much as it was at the time of the notable conference. The plantations contained over forty varieties of trees and shrubs, and a perennial border, with a fine open lawn, as arranged by Mrs. Ellen Sprague.

As we went on our way to Monticello, the prairie values were expressed by Mr. O. C. Simonds of Chicago:

A pleasant mansion in the West
On prairie lands for me,
Now smooth as billows all abreast,
Now rolling as the sea.
There bloom the flowers in splendor bright,
There also shine the stars with glorious light,
Serene upon the prairie lea.

At Monticello we were received by Mr. Robert Allerton in his mansion, and saw the estate under the guidance of his friend, Hon. Allen F. Moore, who also has a notable estate in Piatt County. To those of the party who had a knowledge of the great estates in America, it was a revelation to find a home, a library, and a series of distinctive and finely maintained gardens, designed by the owner, that stand among the first in the country.

We found an airport at Champaign, and in the twin city, Urbana, the University of Illinois, the center of the State's educational activities and the home of our guide, Dr. Hieronymus. Here we found an institution with buildings of fairly uniform style of design and in scale, arranged on four sides of a long quadrangle, set in a typical university town with streets, planting, and home-grounds up to, but not much beyond, the average of other towns of the same size that we saw on the trip. The region is a rolling prairie with a pronounced morainal ridge on parts of which the university farm and orchard are located. From this upland, far-reaching views of broad farmlands, with groups of trees about farm and university buildings, pastures and orchards were spread before us. We were received at the home of Senator and Mrs. Dunlap, where we were given an opportunity to examine the home-grounds with splendid trees and the modern farmstead equipped with excellent machinery.

In the town we saw a municipal swimming-pool and the

Lorado Taft statue of Lincoln, a fine conception of the young lawyer in the days when he still belonged to Illinois and before he had become a National figure.

We crossed the Sangamon River again over a hundred-foot bridge to Mahomet. In the views to the northward were many trees in scattered groves. We entered Piatt County as we passed over a small river. For about a quarter of a mile along the railroad fence was a row of black walnuts a foot in diameter. This was the only evidence of planting along the railroad in the many miles where we followed the rights-of-way of the Wabash tracks. The Wabash and Rock Island railroads, running in a northwesterly direction from Urbana through Bloomington and Peoria to Rock Island on the Mississippi, and from Urbana eastward to Danville, seem to be important cross-State lines where conditions favor a thoroughfare highway on both sides of the railroad right-of-way.

Continuing over Salt Creek, we finally came to a "winding road" sign as we ran down hill into the Kickapoo Creek Valley with its many willows. The views of the broad, deep valley and a far-away prairie were notably distinctive. Here should be an outlook reserve and zoning to protect the integrity of the views.

We were soon in Bloomington, a most interesting town with many evidences of culture and civic spirit. Here we found good, but detached, parkways, average homes and lawns. We were welcomed at the Illinois Wesleyan University and at other State institutions. On our way we traversed U. S. Highway No. 51, the most important north and south highway through the center of the State, and at El Paso we crossed U. S. Highway No. 24, an important east and west road. At Minonk we found a central square overcrowded with trees, and several of the high-pointed, coal-mine waste-piles. Such little artificial mountain peaks should have their summits made accessible by paths or steps to gain broader outlooks which the surface seldom offers. The town was the boyhood home of Lorado Taft, and the breakfast arranged here was in honor of Mr. Taft. We visited the Climax School, the gift of a citizen—a country school of unusually high standards in the training of children, and later we saw the John Swasey Consolidated School on 24 acres of land given by Mr. Swasey. Near by there is one of the thirty State University experimental plats for farm crops.

At Granville, Ill., we found many evidences of the pioneer New Englander in types of homes and home-grounds, but the foreign element has now outnumbered the families of the pioneers, due to the development of the coal-mines. The town is somewhat above the average in home-ground upkeep.

The Hopkins Township High School is a monument, in service, to the memory of A. W. Hopkins. Here are 122 students and 7 teachers, with an organization and equipment under the direction of Dean Inman, who is creating ideal environments. We entered the grounds over a World War Road of Remembrance, a monument to the Buel Institute, organized in 1840 by the farmers of six counties. The modern brick building of the school is flanked by pergola passages. At the end of one of these is a finely designed Colonial Memorial to the Pioneers and their Soldiers. Nearby is a lawn used for outdoor dramatic events. Within the buildings are tapestries, 200 paintings, and sculpture to represent the work of the world's greatest artists. In the corridors is a museum containing 1500 items, including pioneer home industry and handicraft utensils of New England and of the foreign home countries of the citizens. There are manuscripts, books, and scientific specimens, which include well over a hundred mounts of the birds and animals of the region. The library contains 3500 volumes used by school and town. Maintenance of the library and the distribution of books are carried on by an organization within the school, and their slogan is "Every library dollar goes into books." The school and its activities are financed by a Forward Movement Fund made up by personal contributions and by receipts from entertainments and without a public tax within the high school district. It was said that this is the only spot in the community which could be truly called common ground for inspiration, entertainment, service, and the development of community solidarity.

Traveling west and north along the Illinois River, we passed patches of pink-flowered polygonum and groups of arrow-wood and willows. From Spring Valley, a bluff-top town, we dropped down a steep, crooked hill, then out again on the flat prairies, with the church-spire of the next town, La Salle, forming a street-end. Beyond La Salle we crossed the Vermilion River and rode through a valley with wooded slopes, over a stream and along the road to Starved Rock State Park. At the entrance on

the valley slope, below the high bluffs, are service and residence buildings. We climbed the isolated mass of Starved Rock upon which occurred such dramatic events in the days of the Indians, early explorers, and pioneers, and, as we looked at the wildly picturesque beauty about us, we had a new vision of Illinois landscape values.

On our way to Ottawa we crossed narrow rock ravines and drove by the Horseshoe Canyon, with its fine river views, by way of steep and crooked roads. At Cavel Creek we saw a fine old three-arch stone bridge, but in the valley near the shore we found our water and bluff views hidden by a continuous belt of growth through which openings should be made. At Ottawa we entered the Fox River Valley. Here is a most interesting valley, with picturesque cliffs, canyons, and ravines, and with distinct economic possibilities. Here are five different types of rock-and soil-formation, of value for making roads, cement, glass, brick, pottery, and tile. Several large plants are already established.

The importance of making liberal public reservations here and for 200 miles along the Illinois River to the Mississippi, to include steep lands, unsuited for economic uses but with great landscape and recreational values, is evident when it is recognized that here is a "neck of the bottle" thoroughfare from where the Fox and Illinois rivers unite at Ottawa to where the Illinois-Mississippi Canal leaves the valley. This part of the valley, too, is really a unit in the great waterway system that is to connect the Great Lakes with the Mississippi River.

The Fox River Valley is an important factor in a State Plan, as it occupies a strategic location, has much variety in its landscape values, and because of its possibilities in providing a scenic highway connection from the Illinois valley to the northern Illinois, Wisconsin, and upper Michigan recreational resorts. It is quite as important that this be made a valley of public reserves to serve the Greater Chicago of the future as the Forest Reserves on the Des Plaines River serve the Chicago of today.

From the Fox River we followed the Illinois valley to Joliet, passing big valley hay-fields and one popular golf-course. We saw a muskrat pond, one of many in the State. We also passed quarries and steep cliffs that are worked for sand. Then we

came to the big barge-canal dam which is well advanced. The big new dam in the river and its water-basins offer opportunities to improve the appearance of the entrances into Joliet.

In Joliet we examined another important citizen-making unit in the new high-school group that will ultimately cover a full city block, but with the playgrounds several blocks away. The school appears to be fully up-to-date in the treatment of its interior courts, which are in constant view of students and teachers occupying the rooms overlooking them. It may not be out of place to refer to the State Penitentiary which was pointed out to us not far from the city, a conspicuous object in the landscape with its circular buildings in which, it was stated, the sun could find its way into every cell. The question was then raised as to whether this could be said of many school-buildings.

The meeting at Joliet, with its large attendance, was addressed by Dr. Hieronymus, Mr. Lorado Taft, Mr. Delano, Mr. Henry P. Chandler,* and Mr. Woodruff, President of the Joliet Chamber of Commerce, who all emphasized the importance of comprehensive planning to anticipate the future growth-needs of the State, its regions and towns, and the need of conserving and developing the beauty as well as the utilitarian factors. The advantages of preserving the individuality of cities and regions were pointed out. The architectural excellence of the Chamber of Commerce Building, designed by Daniel H. Burnham, added greatly to the enjoyment of the Joliet meeting.

At Aurora, on the Fox River, we found good streets, fair lawns, and irregular street tree planting with too many soft maples. Notable objects were the Catholic Hospital and Exposition Grounds. We were sorry to see most of the river views obscured.

Mooseheart, "a school that trains for life," was our next evidence of citizen-making. Here the Royal Order of the Moose has a city of its own to which a needy mother and family can come to find a home, with opportunities for occupation and training for the children in useful industrial work in the up-building and maintenance of the community.

At Batavia we passed through a fine street overarched by elms. The homes stood well apart with broad lawns. At Geneva we visited the State Training School for Girls with its at-

*Summary of Mr. Chandler's address is presented on page 113 of the Annual.

tractive lawn on which were fine well-spaced trees, also a good outdoor playground. At the State Industrial School for Boys we were entertained in one of the big halls, decorated attractively with the products of the farm on which the boys work part of their time.

At St. Charles we were received by the Fox River Federation. I was much impressed with the words of Mr. Forrest Cressy who declared, "Nothing in the world is so merchantable as beauty." The pleasant Country Club, the memorial Community House left by Mr. Baker, and the distinctive hotel demonstrate that St. Charles practices what it preaches.

On the way to Elgin I observed a valley filled with wild crab-apple which ought surely be preserved in a public reservation, and indeed there are far too many evidences that the beauty of the Fox River is being destroyed or impaired in a way to hamper future generations.

In the Des Plaines River valley, Cook County is establishing some 30,000 acres in Forest Reserve. At the Joseph Tilton Bowen Country Club, used especially for the children of Hull House, we found a notable citizen-making establishment. It was our privilege to meet Mrs. Bowen at the dinner which was provided for us in the club dining-room. We saw attractive woodlands, lawns, buildings, and home-like cottages, all of which presented the aspect of a wholesome club.

In closing, I desire to call attention to the good work that is being done in Illinois by the Friends of Our Native Landscape in laying down "a park and forest policy for Illinois." While public reservations form only one part of State planning, it is important that the development of such economic factors as farming, manufacturing, and transportation be so coördinated with the beauty and wild-life factors that the uplifting and broadening influences will be constantly before all of our people.

*THE Philadelphia Tri-State Region will be the
scene of the American Civic Association's 1930
Traveling Annual Meeting, October 19 to 23. The
region will be described in the 1931 Annual.*

California State Park Plan

By H. W. SHEPHERD, Landscape Architect State Park Commission

A SUCCESSFUL six-million-dollar bond issue in 1928 provided funds to be matched by county or private organizations for the enlargement of the State Park System of California. Previously the preservation of outstanding landscapes had been left to the initiation of quasi-public interests, as the Save the Redwoods League, Calaveras Association, Semper-virens Club, and, recently, the Desert Preservation Association.

To plan for the economic acquisition of twelve million dollars' worth of property, the first necessity was a survey of the scenic and recreational resources of the State. This survey was conducted by Mr. Frederick Law Olmsted, nationally known landscape architect. The result of this survey was a comprehensive report which was very favorably received by the members of the State Park Commission. This report recommended for consideration 125 projects of the 328 proposals. These recommended projects were in turn classified as "Primary," "Urgent and desirable," and "Secondary." The number of projects which have received attention has been under fifty.

The survey resulted in the classification of the different types of natural scenery. California is blessed with a variable coastline of 1,000 miles, whole ranges of rugged mountains, extensive forested areas exhibiting a varied and interesting flora, the great redwoods, the giant sequoias, inland lakes, extensive valley rivers and scattered woodlands of marked beauty.

The aim of the program of acquisition is to reclaim for public use the best of the different types of natural landscapes. In northern California the redwoods claim first attention. Of the original 1,500,000 acres of coast redwood forests, 900,000 acres remain. It is hoped that 50,000 acres may be saved. The great Sacramento River and its tributaries possesses one of the most attractive parking strips of this State. This strip includes the property along the river lying between the water and the levee which has been built to protect the flood-plains from periodic overflow. From the levees a delightful prospect is enjoyed during the spring and fall months. Practically all of the scenic highways follow these levees. That portion of the

highway system between Sacramento and Antioch has been designated as the "Netherlands Highway." The 35 miles of highway north of Sacramento has been called the "Garden Highway." To zone out objectionable industry and highway business, and to preserve and develop the scenic quality of the narrow river strip is the goal. Eighty miles of beautiful river parkway drive is possible.

The National Forest includes 25 per cent of the total State area. Within these forests are private holdings which control outstanding recreational areas. The fact that these holdings exist is wrong, however; the mistake is acknowledged and must be rectified. The National Government does not have a program by which these areas may be reclaimed. The various State departments must support a program which will enable the purchase of private holdings in many cases. Lake Tahoe is a shining example of what should not have been done. Approximately all of the desirable frontage of Lake Tahoe has been privately developed. Recently the Bliss family donated a frontage of 1 mile to the State. Approximately a frontage of 2 miles is now public. When the lake has a frontage of 45 miles in California, is this enough for public access?

BEACHES

California's coast-line is one of its greatest natural assets. At the present time, 40 miles of a total 1,000 miles of seacoast are publicly owned. Southern California's greatest recreational need is more beaches. In San Diego County, the well-known Silver Strand, including 4 miles of ocean frontage and over 5 miles of San Diego Bay frontage, has been condemned for State Park purposes. Other beaches will be added through the State Park Commission activities.

A brief analysis of the southern counties' coastal situation may suffice to give an idea of the present status of public ownership of beaches. San Diego, with 40 miles of coast-line, has approximately 3 miles of public beach. Orange County has approximately 7 miles of a 40-mile coast-line. Los Angeles County, with a coast-line of over 70 miles, publicly owns 15 miles of coast. Ventura County publicly owns 3 miles of a 40-mile coast-line. Santa Barbara, with an extensive coast-line of 125 miles, boasts 3½ miles of public beach. San Luis Obispo County has

practically no public beach with a 45-mile coast-line. Adding up the public-beach frontage, we have 31 miles of a 360-mile coast-line. Much of this public coast-line is rocky and not of exceptional recreational use. The people of California should own 100 miles of coast-line and have access to at least one-half of the total coast-line.

WILDERNESS AREAS

There are many fine wilderness areas in California. Unfortunately, old railroad grants have broken up some of these areas. This means that the sale of these alternate sections within 20 miles of the railroad threatens these areas with exploitation and objectionable management for the satisfactory public control of an extensive region. Many of these railroad-grant lands have been sold. At one time over 20,000,000 acres were granted to the railroad. Most of the best lands have been sold and developed, and the last remaining lands are included within some of the proposed wilderness areas. It is planned to effect a satisfactory exchange of lands between the Government and the railroad company. The private holdings required for a project will be purchased by the State. In railroad ownership of alternate sections we have a potential "menace" in wilderness areas. The lands may be forested and therefore cut by private owners. Private ownership on the rim of certain areas is not advisable unless the use of the property may be controlled.

COUNTY PLANNING COMMISSIONS

The State Legislature recently enacted a law to provide for the appointment of County Planning Commissions. Under proper leadership, these Commissions may do much to prevent the destruction and loss of much of the desirable landscapes. Frequently, a small grove of trees, well adapted for picnicking, may be preserved through the county park systems. Each of the fifty-eight counties of California may have a county park system. Very few of the counties now have a park program. The close correlation of the county park program and that of the State Park Commission will mean much to the people of the State in the way of public parks.

STATE HIGHWAYS

Many of the highways of California were located along old, established routes of travel. Gradually new routes have been surveyed and fine pavements constructed. In some cases the scenic quality has been lost sight of. The Oxnard-Santa Monica Highway is one which has been established as an ocean parkway. An 80-foot right-of-way parallels the Pacific Ocean. The seaward views from the highway are *superb*; nevertheless, no guarantee of their security has been made in that a narrow strip remains in private ownership between the highway right-of-way and the mean high tide. The continued function of this highway as a scenic parkway will depend upon the ultimate development of that narrow strip. Already the tendency indicates that some day, unless this strip is publicly reclaimed, there will be a wall of heterogeneous structures erected so as to completely cut off the seaward view. This road was planned during a State administration of "penny wise and pound foolish" policies. It is the plan of the Highway Commission, in co-operation with the Park Commission, to provide for an extensive parkway for the continued preservation of the natural scenery along highways.

TYPICAL PARK AREAS

Beaches, redwood forests, river parkways, lake shore parks, wilderness areas, deserts, areas of special geologic and botanic interest, and historic sites are planned to be included in the present varied park system. The best areas are being sought first. In each case the possible development for future recreational use is a guide toward placement. In other words, each project is judged for its merits. If it meets State Park standards, it is approved for the consideration of the State Park Commission. In addition to existing State Parks and Monuments of historic interest, different types of coastal projects are being considered.

Whereas the present park system administers 20,000 acres in park areas, the present contemplated State program will include approximately 250,000 acres of beautiful, varied landscape possessing exceptional opportunities for many forms of recreation.

SAVING CUMBERLAND FALLS

The American Civic Association and Cumberland Falls

By THE EDITOR

THE attention of the American Civic Association was first called to the danger which threatened Cumberland Falls by the National Conference on State Parks. At the Traveling Annual Meeting of the Association held in the Great Smoky Mountains in October of 1928, Tom Wallace, Editorial Chief of the *Louisville Times*, was asked to talk about Cumberland Falls at a large meeting held in the Auditorium of the Pi Beta Phi Settlement School. The result was a visit to Cumberland Falls, an account of which appeared in the February, 1929, *Review of Reviews*. The visit confirmed the conviction of the officers that both the Falls and the fine native woods surrounding them should be preserved as an outstanding natural park.

At the hearing before the Federal Power Commission in December of 1928, the American Civic Association presented a brief in opposition to the granting of a power permit on the grounds:

1. That a well-balanced land-and-water program would provide that Cumberland Falls be preserved as a public State Park.
2. That the power proposed to be developed (40,000 H.P.) is not of sufficient economic importance to offset the retention of Cumberland Falls in private ownership for commercial development of power.
3. That the power needs of Kentucky could undoubtedly be met by development of power in other sites along the Cumberland and other rivers without sacrificing this one great scenic asset, to say nothing of the possibilities of steam development.
4. That the existence of other and cheaper methods of development of power would be sufficient grounds for the Federal Power Commission to refuse the license to the power company.
5. That the power development use of Cumberland Falls would destroy essential park values and that the two uses are not compatible because:
 - (a) Ownership and control of the Falls and immediate vicinity would be in the hands of a private power company and not in the hands of the State.

(b) State Park areas should be under the exclusive ownership of the State and under the control of the State agency set up for that purpose.

(c) Subsidiary recreation around power- or water-supply development, however useful, in no way takes the place of a State Park preserved by trained experts and developed directly for park uses.

(d) Creation of a reservoir with its changing levels as the water is drawn off is no substitute for a recreation lake where the shores have only the variation caused by rainfall.

(e) That the proposed provision to make part of the license the obligation of the power company to release at all times at least 10,000 gallons per minute over the Falls (a mere trickle) is not practical or really enforceable.

6. That the expenditure of a large sum of money for a great area lying outside and around the privately owned Cumberland Falls, reservoir and power plant is not an expenditure for a justifiable item of reasonable cost in the development of the power project, and would be like buying at great cost a diamond ring without the diamond setting and trusting that a damaged diamond might be loaned at certain times to be worn with the ring.

7. That the condition precedent to the expenditure of this large sum of money for a State Park, that the State Park Commission "lend its friendly coöperation and assistance to the company in obtaining from the Federal Power Commission the license for which it has applied" is a highly improper attempt to influence the decision of a judicial body.

8. That a decision of the Federal Power Commission relying on these various promised opportunities for State Park development in connection with the power project will not in fact give the people of Kentucky a bona-fide Cumberland Falls State Park.

9. That the Federal Power Commission, if it grants a license to the Cumberland River Power Company in the full knowledge of the contract between the Cumberland River Power Company and the State Park Commission, cannot escape responsibility for promoting an unsound arrangement based on a highly improper agreement.

10. That a decision of the Federal Power Commission at this time granting the license will have the effect of perpetuating the private ownership of Cumberland Falls and the adjacent river and making it (practically) forever impossible to create a true Cumberland Falls State Park under the ownership and protection of the State of Kentucky.

A representative of the American Civic Association accepted the invitation of the Federal Power Commission to accompany the Commission on its visit to Cumberland Falls in October of 1929. But all this was only an indication of the sentiment within the American Civic Association, based on investigation and study.

Cumberland Falls—A Comment

By HERBERT EVISON, Secretary National Conference on
State Parks, Washington, D. C.

TELL the truth, and keep on telling it often enough and long enough, and in the end most human beings will accept it. Cumberland Falls seems to be saved to the people of Kentucky and of the United States because the truth, which in the beginning was known to only a few, was repeated so often and so emphatically in the face of opposing statements. Too much credit cannot be given to those Kentucky newspapers, of which the *Louisville Times* was the most notable, for the way in which they told the Cumberland Falls story, or to those men and women whose devotion kept them battling in the face of a situation that long appeared hopeless.

The Cumberland Falls fight took place on two battle-grounds. There was the Kentucky battle-ground, where the tactical problem was one of building up such a public sentiment for the preservation of the Falls that it could not fail to be reflected in legislative action. And there was the Washington battle-ground, where several objectives were sought. One was to get the Federal Power Commission to accept jurisdiction; another was to convince the Commission that it could legally consider the preservation of scenic values as one of the public benefits to be served by its decisions; another was to show the Commission that, having such power, it should exercise it to exclude power development at the Falls. But the great purpose served by the fight before the Federal Power Commission was delay—until the people of Kentucky could at once assert legal jurisdiction over the Falls and establish machinery for its preservation.

Leadership in the National side of the fight fell upon the National Conference on State Parks after it had taken a stand in 1926 for preservation of the Falls, though the Conference was also an important factor in the establishment of the Cumberland Falls Preservation Association in Kentucky, which headed the campaign in the State. The Conference was enlisted in the campaign by Kentuckians; the American Civic Association and other organizations came in largely as a result of the aggressive and persistent work of the Conference and its executive secretary, Miss Beatrice Ward. Special bulletins,

newspaper and magazine stories and appeals of various kinds made Cumberland Falls a familiar name to American conservationists and conservation groups.

On both battle-fronts a good fight was fought. Especially high on the conservation roll of honor should go the names of those Kentuckians who, in the face of bitter opposition among their friends and neighbors, in the face of influences of tremendous pressure, established a definite, worth-while objective and fought their way toward it until they stood upon the heights, victorious.

Victory for Cumberland Falls

By TOM WALLACE, Editorial Chief *Louisville Times*

AS THE result of a five-years' fight, led by the *Louisville Times*, opponent of a proposed power project at Cumberland Falls, the Kentucky Legislature, at its recent session, passed bills accepting the proffered gift of Cumberland Falls and 2,000 acres from T. Coleman du Pont, former Senator from Delaware, a native of Kentucky.

The "du Pont gift-acceptance bill," so called during the course of the pending legislation, was passed in the House by a two-to-one vote and in the Senate by a constitutional majority, which is, under the Kentucky Constitution, one more than one-half of the elected members of each of the houses of the Legislature.

Governor Sampson, an active proponent of the power plant, who in 1928 negotiated with the Cumberland Hydro-Electric Co. what has been called the "Sampson-Insull contract," made defeat of the gift-acceptance bill a major enterprise of his administration. His veto was expected. After the veto, the House over-rode the Governor by a three-to-one vote approximately, and the fight went to the Senate, where the power lobby had concentrated its drive.

When the bill went to the Senate on its passage, Saturday, March 8, the conservationists, to their surprise, lost three of their twenty-one votes, one Senator voting "No" and two remaining silent. Twenty votes were required to over-ride the veto.

When the balloting showed defeat of the bill, Senator Vincent, of the Mammoth Cave National Park region, changed his vote

from "Aye" to "No," that he might move reconsideration of the bill. This parliamentary maneuver shot a life-spark into a dying measure, and after two votes on reconsideration had threatened wearing down of the votes for the bill, Senator Hiram Brock, of the Cumberland Falls region, although not a resident of its immediate vicinity, saved the day by a motion for adjournment. Thus, advocates of the bill were given breathing-time and the opportunity to try to gain two votes during the week-end.

When the vote was taken the following Monday, the conservationists had in their camp two Senators, Adams of Covington and Jacobs of Bracken County, who had not voted the previous Saturday. The two surprise votes fell like a bolt from the blue upon the power group, and the bill became a law.

The legislative fight, with the Governor exerting the full force of his office in behalf of the power group, was one of the most heated and dramatic events in the annals of the Kentucky Legislature. The Senate galleries were densely packed with men and women under stress of deep feeling. When the bill was to go on its passage Monday afternoon, Lieutenant Governor Breathitt, presiding over the Senate, hammered with his gavel for order and made a brief address in which he recognized the "depth of feeling upon this important question" and warned against demonstrations in the gallery. Observers recalled, in that connection, the electric atmosphere which has pervaded Kentucky courtrooms during celebrated murder trials in which political feeling was a factor.

After the gift-acceptance bill had been made law, Governor Sampson vetoed a bill granting to the State Park Commission the right to condemn land for park purposes. He sent to the General Assembly a message denouncing the bill as "insidious" and as being "special local legislation in violation of the Constitution," inasmuch as it was intended to permit condemnation of land at Cumberland Falls.

The eminent domain bill had been referred to by the chief counsel for the Cumberland Hydro-Electric Co. at a joint legislative hearing as one to which he could see no objection. The House passed it originally with but one vote against it, and the Senate passed it unanimously. The House passed it over the veto by a three-to-one vote, and the conservationists moved for immediate action by the Senate lest the Governor and the

power group re-form their battle-lines and try to defeat it, thus nullifying the gift-acceptance bill. The Senate over-rode the veto at an evening session, and the conservationists retired from the scene of battle with frayed nerves.

The contention of Governor Sampson had been that the du Pont offer was not sincere and that the controversy was "a clash between two great interests." That was the contention of a group supporting the Governor prior to the hearing before the Federal Power Commission, December 5, 1928. Robert G. Gordon, chief counsel for the Cumberland Hydro-Electric Co., declared that his client was not to be understood as endorsing any such idea, and, in his oral statement and his subsequent brief, praised Senator du Pont for generosity and unselfishness.

From the time of the passage of the bill in the Senate, before the veto, a Louisville newspaper which had previously taken no interest in the controversy published a daily editorial denouncing "the du Pont scheme" and all who had advocated procurement of the gift.

To satisfy a few members of the General Assembly who believed the State should not forfeit forever its sovereign rights over Cumberland Falls, Representative John Young Brown, who introduced the gift-acceptance bill in the House, added an amendment under which the State, by act of the Legislature, might, in the event of circumstances ever requiring it, develop power at Cumberland Falls as its own enterprise, but stipulated that no private interest might make such a development. The amendment was not pleasing to proponents of the bill, but upon consideration they agreed that it did not menace the permanency of protection of Cumberland Falls, inasmuch as it would be entirely impractical for the State to develop power there, in an isolated plant, and power development by private interests soon will claim all power-sites in the Cumberland Basin. After the bill had passed the House, the consent of Mr. du Pont to the amendment was procured as a result of explanations, by wire, from the members of the group which had fathered the bill. That he had agreed to it was made known when the bill reached the Senate.

When the fight began, little public sentiment for preservation of the Falls had been expressed. When, in January, 1929, Mr. Gordon, for the Cumberland Hydro-Electric Co., filed his

brief with the Federal Power Commission, only seventeen Kentucky papers, according to his assertion, had expressed opposition to the power plant.

When the recent session of the Legislature opened, the Cumberland Falls Preservation Association queried the Kentucky press—112 papers—and got replies from 91 papers, 86 of which opposed the power plant. One was neutral; four were for the power plant. Of the four, two were published in south-eastern Kentucky.

Of 1,200 representative Kentuckians queried, 800 responded; 5 of them were advocates of the power plant.

The fight of the *Louisville Times* began in 1925, in editorial columns, and continued steadily. In 1926 the *Times* published more than 100 editorials on the subject. The writer, Editorial Chief of the *Times*, went upon the stump for the preservation of Cumberland Falls in 1925 and spoke all over Kentucky and in several other States, sometimes in joint debate, whenever and wherever invited, using, often, slides of Cumberland Falls and surroundings and, by way of contrast, slides of the Dix River power project and its surroundings, showing what he termed "devastation" in that area.

So much time and travel were devoted to the project by the writer that one of the Senators, an advocate of the power plant, recommended a legislative investigation to discover the source of his travel-expense fund, attacking particularly a visit of the writer to Gatlinburg, Tenn., where he made an address which resulted in a visit of investigation and appraisal by representatives of the American Civic Association. The people of Kentucky have now amply justified all the time and effort which went to saving Cumberland Falls. In the *Times* editorial columns, and in a published interview, the writer urged the adoption of the motion.

We have certainly demonstrated beyond all reasonable doubt that the sentiment of the people of Kentucky is for saving Cumberland Falls as a permanent State Park unharmed by power development. We are gratified that the Kentucky Legislature responded to the views of Kentucky voters, and we are grateful to the officers of National organizations who lent their sympathy and support when the issue was pending before the Federal Power Commission,

REVELATION OF FAMOUS HIGHWAYS

The Naches Pass Highway

By HERBERT EVISON, Washington, D. C.

WHEN the sun-dried pioneers inched their weary way across the Cascade Mountains and down into the Puget Sound country back in the 50's, they and their families and their ox-drawn covered wagons moved through a notch at the head of the Naches River and laboriously lowered themselves and their belongings to the upper reaches of the Greenwater River. As they descended the Greenwater, they left the less imposing trees of the higher altitudes and dropped down into such forest as their eyes had never before rested upon—close-crowded ranks of gigantic Douglas firs, red cedars and hemlocks, rising from well-nigh impenetrable understories of brush. They followed the Greenwater to where its clear waters were lost in the White, milky with the silt of the biggest of Rainier's glaciers. And through similar forest they finally penetrated to the Puget Sound lowlands.

Much of the rolling panorama of mountain and forest and stream that unfolded itself before them three quarters of a century ago remains today substantially as they saw it. But how different the conditions under which the traveler may view it! This year, for the first time, the motorist will be able to take his breakfast amid the orchards of the Yakima Valley, climb across the range along a route that is identical in character, if not in actual location, with that followed by the pioneers, and arrive in Seattle and Tacoma in time for an early dinner. An 8-mile gap, extending from the White River Valley to Chinook Pass, at the summit of the range, is being opened to travel early this summer, and Mount Rainier National Park is at last to be directly accessible from the east.

The late Stephen T. Mather knew the western portion of this highway intimately, for a branch of it extends up the White River into the National Park, and a new highway up out of the valley to the beautiful upland of Yakima Park is now nearing completion. Like every other person not utterly insensible to natural beauty, who has traveled it, he was deeply impressed

with the magnificence of its forest border and the other natural features that supplement it—long miles of White River vistas, towering peaks, charming alpine lakes, deep canyons and, high spot of it all, an unsurpassed panorama of Mount Rainier itself from the summit of the Cascades. As was characteristic of him, admiration of its beauty led to thoughts of preserving its scenic qualities.

A few months before the illness that forced his resignation as head of the National Park Service, Mr. Mather discussed informally with a number of influential Washingtonians a proposal to establish along some 70 miles of this highway—usually known as the Naches Pass Highway, though it does not cross the mountains by Naches Pass—what he referred to as the Cascade Parkway. This proposal contemplated the preservation of all those scenic features which contributed to the highway's character—a combination which he considered the finest to be found in the West. I was fortunate enough to have a hand in preparing and placing the publicity by which this plan was announced in January, a year ago.

Its consummation involves two main lines of endeavor. Some 50 miles of the proposed parkway goes through the Rainier National Forest, on which there is mixed ownership of the land, though much of it is in Federal hands. A study of the National Forest end has already been ordered by the head of the Forest Service, though it will concern itself only with the federally owned portion of the highway border. In addition to the privately owned land inside the forest, there is, at the western end, some 15 miles of road outside the National Forest, which is bordered by the finest timber growth to be found anywhere throughout its length.

Because of Mr. Mather's interest and leadership in the proposal, friends of his in the State of Washington are preparing to go ahead with renewed energy on the effort to consummate it. They reason that, by so doing, the memory of a great friend of the native American landscape will be honored, and a desire that was uppermost in his mind during the last year and a half of his life will be realized. And they feel that, fitting as was the designation that he applied to it, it would be even more fitting that it be known for all time as the Mather Parkway.

El Camino Real

By CHARLES H. CHENEY, Palos Verdes, Calif.

ONE of the great historic highways of America, and one of the oldest, is El Camino Real, or "The King's Highway," extending from the Mexican border near San Diego for some 700 miles along the coast of sunny California to Sonoma, north of San Francisco. It originally connected the Spanish pueblos (towns), their presidios (army posts), and the famous Franciscan missions, which were important colonization agents for so much of the New World. After 1769, when San Diego Mission was founded, an almost continuous stream of colonists, officials, churchmen, converted Indians, and soldiers passed over this route, at first mostly a trail on foot, then a road for those on horseback and in carts.

So well was the route chosen that even in this, the world's greatest era of road-building to serve an automobile age, hard pavement now links up these historic points on much the old line of travel. Generations have come and gone, cities and railroads built, but still the old centers more or less persist, to prove the wisdom and foresight of the hardy Spanish pioneers who opened the country and prepared it for modern civilization. San Diego, Capistrano, San Gabriel, Los Angeles, San Buenaventura, Santa Barbara, Monterey and Carmel, San Francisco—to mention only a few of them—are an inspiring group.

With the new research in history, and the broader view of the world our generation enjoys, we find that much too little appreciation and respect has been had for the sturdily persistent heritage of Spanish culture and tradition brought to the Americas. Despite the exploitation and ruthless search for gold by the early Spanish discoverers—as well by English, Dutch, and Portuguese in their conquests of all parts of the world in those days—Spain was then the forward-looking country of Christendom.

Columbus was sent out by Spain, and he discovered America in 1492, Ponce de Leon to find Florida in 1513, and others to establish the first colonies of white men in Georgia and North Carolina only a few years later. Then De Soto went from Cuba to Florida and explored the whole southeastern United States in 1538 to 1541, only to miss Coronado, roaming



San Juan Bautista Mission on El Camino Real

Photograph by Padilla

from the west coast eastward, by a few days on the plains of Oklahoma.*

Spain sent Balboa to discover the Pacific, and Cabrillo, sailing up the west coast, to discover San Diego Bay in 1542. Later he explored the California coast and discovered the little harbor above San Francisco where the famous English buccaneer, Sir Francis Drake, twenty-five years later, cast anchor. The latter in one voyage captured enough Spanish treasure to pay eight years of taxes of all England!†

But it was the brave Franciscan padres, Serra, Lasuen, Palou, and the rest of them, who really colonized California, with the backing of the Spanish throne and the protection of the military. They established El Camino Real. And they persuaded the Spanish government that peaceful methods were the best with the Indians. The wealth of history and romance that came to California, the fine old architecture, the teaching of agriculture, and the Christianization of the Indians took hold to inspire future generations.

The pueblos and towns set out along this great highway included twenty-one Franciscan missions, most of which carried on large farming operations and made leather, clothing, and household goods, to provide work for the converted Indians. They spread along the coast, about a Spanish day's journey apart, and soon became centers of considerable importance.‡

City planners will be particularly impressed with the wisdom and foresight revealed in the regulations for laying out towns in the New World issued by King Philip II of Spain in 1573, and evidently followed in the development of the centers along El Camino Real in California.

Every town was to have a large central plaza, properly oriented to the prevailing winds and the sea, and connected with proper streets, one side being reserved for the mission church and the considerable establishments connected with it. In a translation of this document in the *Hispanic American Historic Review* (Vol. IV, No. 4, Nov., 1921), Miss Zelia Nuttall says:

No feature that could ensure the beauty, commodiousness, and

* See H. E. Bolton, "Spanish Borderlands." Yale Univ. Press.

† There is no more thrilling or astounding story in history than will be found in the exploits told by George Wycherly in "Buccaneers of the Pacific."

‡ G. W. James, "Old Franciscan Missions of California."

salubrity of a town seems to have been overlooked. On the one hand minute directions are given concerning the proportions and size of the main square which was to form the nucleus of every town; to furnish a place of recreation for its inhabitants; and to be surrounded by stately public buildings, shops, and commercial houses only lined with an arcade. Four main streets, also lined with arcades, were to extend from the middle of each of the sides of the square, while two minor streets were to converge at each of its corners. These were to face the cardinal points so that the main streets leading to the square should not be exposed to the four principal winds "which would cause much inconvenience." The parish church and monasteries were to occupy entire blocks, the only buildings permitted near them being such as would add to their ornamentation or commodiousness.

The site of the parish church of a coast town was to be chosen, preferably on an elevation, so that it would be visible to those who landed and could also serve as an additional means of defence for a port. On the other hand, it is a surprising revelation to find that each town was to support two hospitals. One of these, for the poor suffering from non-contagious diseases, was to be built within the cloister or enclosure of the church. The other, for those stricken with contagious diseases, was to be built, if possible, on elevated ground and so placed that the prevailing winds passing over it would not convey hurt to the inhabitants of the rest of the town.

Seaports were to be oriented according to the prevailing winds. The sea was not to lie at their south or west. If possible they were not to be near lagoons and swamps in which venomous animals (mosquitoes?) breed and which corrupt the air and water.

All fisheries, slaughterhouses, tanneries, and other industries producing filthy refuse were to be relegated below the town to seashore or river bank where the refuse could be conveniently disposed of and where the prevailing wind would carry away the evil smells. A wise order, intended to ensure the comfort of their inhabitants, is one directing that while in cool climates streets were to be wide, in hot countries they were to be narrow so that they would always be shaded and cool.

When one considers the haphazard way most North American towns have sprung up without a thought being given to their future beauty or sightliness, commodiousness, salubrity, or growth, one cannot but regretfully realize what opportunities have been lost, and what a benefit it would have been if, throughout the New World, King Philip's ordinances had been known and followed. As it is, they constitute what was probably the most remarkable attempt ever made to formulate principles of town planning and to impose their execution, *pro bono publico*, on the pioneers of a New World whose descendants to this day have good reason to be grateful to their authors, the Spanish king and his counselors.

One of the most interesting of these old plazas is to be found today at the little town of San Juan Bautista, between Salinas

and Gilroy, where the arcade of the old mission still flanks the west side. Unfortunately, after Mexico threw off the yoke of Spain, and Church and State became separated, the old missions were allowed to go into decay. Finally many of the lands and buildings were sold, just before the American occupation of 1846, during the Mexican War. Now they are gradually being restored. Californian architecture is a definite outgrowth, with its plaster walls, tile roofs, and frequent use of arches, inspired from the simple forms of these old mission buildings. It is interesting that while the architecture of the eighteenth and early nineteenth century in Spain had fallen to the florid and over-decorated Churrigueresque, the early Californian buildings had to be kept simple, because the workmen were Indians who could not run a straight molding to save themselves and had no ability with ornament. So local conditions and circumstances developed a modified Mediterranean architecture appropriate to the climate which today has become as distinctive and definite a style as any developed on our eastern seaboard.*

In 1906, with the coming of the automobile age and the demands for good roads, far-sighted citizens of Southern California recognized the appeal to the public in the historic interest of these monuments along the old King's Highway. So El Camino Real Association was formed and handsome markers erected, consisting of a curved iron post suspending a replica of an old mission bell, with direction signs in a panel below. Up-keep and replacement of these distinctive road-signs has for some years been assumed by California's two automobile clubs.

This Association roused the State from end to end and was largely responsible for securing the first \$18,000,000 bond issue for hard-surfaced roads in California in 1906, to pave El Camino Real and other important through routes that now form the backbone of the great State highway system. Mrs. A. S. C. Forbes has been for many years the guiding genius of this group. Her book "California Missions and Landmarks" gives an accurate and interesting history of the romantic period of the Southwest, and the great historic highway, El Camino Real.

* See Staats, "Californian Architecture in Santa Barbara," for well-selected examples of this style.

TWO STATE CAPITOLS

Impressions of Missouri's New Capitol

By ROBERT C. BARNETT, Jefferson City, Mo.

ON A limestone bluff, overlooking the river at Jefferson City, stands Missouri's new capitol, symbolizing the aspirations and achievements of her people. Critics of National reputation have pronounced it a gem of architecture, equaled by few State capitols in the Union. It is the eleventh capitol in the history of Missouri as a State.

The structure is located in the midst of a 15-acre tract set out with trees, shrubbery, and flowers, and provided with a driveway encircling the building and walkways leading to the four entrances. It is rectangular in ground-plan, with porticos projecting on its north and south fronts. It covers 3 acres, contains 500,000 square feet of floor-space, and, including the basement which opens on Capitol Avenue, is five stories high. Its length is 437 feet, while its width, at the rotunda, is 300 feet. Each wing is 200 feet wide. Entrance to the capitol may be had from any of its four fronts, although the one commonly used is that of the south front which faces High Street and the Supreme Court Building beyond.

Approaching the capitol from High Street, the observer's eyes rest casually and momentarily upon a beautiful setting of shrubbery, fountains, and flower-beds, and then lift to the magnificent structure before him. He is carried back in thought to the age of Phidias and Pericles, and to the flowering of classic architecture in the Parthenon. The tall, fluted columns, embodying grace and strength, that support the roof of the portico and its sculptured pediment, together with corresponding columns at window panels engaging the walls of the wings, give the impression of a Grecian temple. The great dome above has at its base similar columns, though of smaller dimensions, while the cupola surmounting the dome and serving as a base for the statue of Ceres, is likewise supported with such columns on a much-reduced scale. This harmony of treatment and unity of composition are very satisfying.



Missouri's New Capitol



Pennsylvania's Capitol Group

The observer is also impressed with the pleasing proportions of the central structure, the majestic dome above, the two wings, the portico, and the pyramid of spacious steps leading to the main entrance. He is conscious of an underlying symmetry and harmony that pervades the entire building.

Ascending the steps part way, he comes to a wide concrete walk flanking the portico and leading to small doors giving access to the first floor. To the right of the portico, reclining on a massive pedestal, is a colossal male statue representing the "Father of Waters"; on the left of the portico is a female figure of like proportions typifying the other of the two great rivers which have played such an important part in the development of the State—the Missouri. These figures serve to mark the ends of a wide concrete esplanade that extends along the four sides of the building. This esplanade is also reached by steps at the east and west fronts and by a walkway at the north. A handsome balustrade encloses the esplanade and carries lighting standards at salient points.

As the observer follows this esplanade around to the river front, he comes to the portico on the north side of the capitol. This is semicircular in figure and is supported by columns in harmony with those of the main building. The floor of the portico, which is on a level with the second floor of the capitol, is reached by two outside circular stairways and also by doors opening from the corridor of the main building. From this vantage-point is had a fine panoramic view of the river and the wooded bluffs beyond. At close range near the north wall of the capitol grounds are seen the Fountain of the Centaurs and the bronze relief with granite setting commemorating the signing of the Louisiana Purchase.

Continuing his walk along the esplanade, the observer returns to the large reclining figure symbolizing the Missouri River. A short distance beyond is the pyramid of steps leading to the south front entrance. Here, mounted on a granite pedestal near the center of the front steps, a heroic bronze statue of Thomas Jefferson greets him. At the top of the last flight of steps he encounters the two massive bronze doors leading to a wide interior stairway. These doors, filling a space 13 by 18 feet, are among the unique features of the capitol. They are said to be the largest installed since the Roman Era.

The interior stairway, which is 30 feet wide, extends to the third floor where the legislative halls are located. This is perhaps the most interesting and attractive floor of the capitol. The Senate Chamber is in the east wing and the House of Representatives in the west wing. Between the two is a large open space or lobby connecting with corridors running the length of the building. A circular railing marks the opening directly under the dome where one can view the rotunda below or gaze upward to admire the paintings on the walls and ceiling of the dome. North of the rotunda is a spacious library and reading-room for the use of the Legislature.

The floor-space of the Senate Chamber is 68 by 70 feet and accommodates desks for 50 senators. A gallery is provided for visitors, to which access is had from the fourth floor. Sixteen marble columns extend around the gallery and stand behind the rostrum. The chamber is lighted by a large circular stained-glass skylight in the center of the ceiling and by art-glass windows on the sides that extend above the roof.

The floor-space of the House is 70 by 80 feet and provides for desks for 150 members. Twelve granite columns line each side of the House. Back of the columns and to the rear of the hall are galleries for visitors. These are entered from the fourth-floor corridors. Stained-glass windows extending above the roof give a pleasing, mellow lighting effect. Above the speaker's desk on the western wall of the chamber is a large mosaic-glass window telling the story of Missouri's contributions to the up-building of the western States. On the opposite wall is a large allegorical painting depicting Missouri's part in the World War.

Across the hall back of the speaker's rostrum is a large, attractive lounging-room. Here the observer pauses for a brief rest. While noting the pleasing wall decorations, the realization comes to him that the many interesting features of the capitol cannot be viewed and assimilated in the brief time at his disposal. He arises and steps again into the corridor where he perceives a flight of steps leading to the fourth floor. Curiosity prompts him to follow their lead. He finds many office and committee rooms facing the corridors as well as the entrances to the galleries of the House and Senate. He pauses a moment to look again into these chambers and then retraces his steps to the elevator. He passes the archway overlooking the Legislative

library and is attracted for the moment by the soft golden light diffused by the stained glass in the ceiling.

Taking the elevator close by he descends to the first floor. Here he finds many offices facing the spacious marble-lined corridors, filled by the various State departments. A large interior space is utilized for a State museum. In the eastern wing are the objects of historical interest, such as the collection of paintings of Missouri's governors, various military exhibits, bronze tablets commemorating historical events. In the western wing are the curios and exhibits relating to the resources of Missouri and her development. In the rotunda between the two museums, the observer stands to admire Brangwyn's mural paintings in the great dome above. The color scheme is composed of bright blue and gold with splashes of orange. These paintings are allegorical in character and interpret the elemental and colorful period of Missouri's development.

Ascending the curving stairway at the north side of the rotunda, the observer finds himself at the entrance of the reception room of the Governor's suite of offices. This room is of special interest due to its life-size mural paintings and its outlook over the river. On this floor are also found the offices of the other elective officials. Above the walls of the corridors are lunettes decorated with paintings depicting various historical events pertaining to Missouri. The mezzanine floor of the museum is a continuation of this second floor, and serves as a spectators' gallery. From this gallery can be seen many interesting mural paintings. The east wing is devoted to war scenes in which Missourians played an important part, while on the walls of the resource museum in the west wing are found the paintings relating to industry and commerce. These paintings have been described in much detail by Prof. John Pickard, President of the Capitol Decoration Commission, in the Commission's publications.

While taking a final backward glance at the building as he walks toward the street, there comes to the observer the feeling that he has been communing with creative genius. Here is a product of many minds and many hands. To fully appreciate it and the things that it symbolizes, one must have some familiarity with art, architecture, mythology, science, structural design, illumination, interior decoration, and the history of Missouri.

Pennsylvania's Building Programme

By FRANK ST. CLAIR, JR., Chief Engineer Pennsylvania Department of Property and Supplies*

THE Department of Property and Supplies was reorganized on June 1, 1929, creating in that Department a Bureau of Engineering and Construction, whose duty it is to design, engineer, negotiate, and construct for the Commonwealth of Pennsylvania all buildings, construction, and engineering for the Commonwealth's boards, institutions, commissions, and various departments other than highways. This programme of engineering and construction covers everything from the construction of railroads, power plants, dams, penitentiaries, hospitals, residences, schools, and transmission lines, to economic studies of the extension and development of the Capitol Park group in Harrisburg, which includes a high type of monumental construction.

It was necessary for the Department of Property and Supplies, through the Bureau of Engineering and Construction, to recruit personnel, train executives, and get under way a building program approximating \$36,000,000. This total includes new construction under acts of the 1929 Legislature, as well as carry-over items from the 1927 Legislature. Approximately 200 projects are involved.

In order properly to administer the responsibility thus placed on the Department of Property and Supplies, it was necessary to divide the Commonwealth into three districts. Each district office is in charge of a district engineer who has reporting to him various project engineers, auditors, and special assistants, together with the clerical force necessary to bring about the prompt payment of monthly estimates. All of the work in the field is centralized in the district office, and in turn it is checked and forwarded to the executive offices in Harrisburg for final approval and payment.

In the executive offices there are various divisions in the

*FRANK ST. CLAIR, JR., has been chief engineer of the Department of Property and Supplies in Pennsylvania for three years, during which a vast programme of building has been advanced much more rapidly and efficiently than is customary in some public work. A graduate of one of the recognized technical schools, Mr. St. Clair has made his 43 years of life count in accomplishment. His experiences as a contractor, as chief engineer for the John F. Casey Co. of Pittsburgh, as Superintendent of Construction for the Bethlehem Steel Co., and as General Superintendent for the Electric, Bond and Share Co., of New York, and in Cuba, have helped him in advancing the Pennsylvania programme.—EDITOR.

Bureau, one of the most important of which is the Division of Plans and Specifications, whose duty it is to deal with the 47 architects employed by the Commonwealth, who design and prepare specifications for the various projects.

For example, a project is conceived in the field. The application for the project is made through the budget officer, who includes the item in the budget which is submitted to the Legislature. If the project is approved it becomes the duty of the Department of Property and Supplies to carry on from that point. This Department engages an architect, who designs the building and prepares the necessary plans and specifications, which are forwarded to the Department of Property and Supplies to be advertised, having first passed the scrutiny of the State Art Commission as to appearance, appropriateness, and location.

Representatives of the Auditor General's Department, the State Treasury Department, the Attorney General's office and the Department of Property and Supplies are present at the public opening of bids. Usually the award is made to the lowest bidder. The Division of Plans and Specifications of the Bureau of Engineering and Construction supervises the preparation of the letting, and works with the architect during the entire designing period of the job.

After the job is let, the appropriation for it is set up in the Division of Accounts of the Bureau of Engineering and Construction, and the necessary information is forwarded to the district engineer, who has complete charge of the work from that point on.

The selection of materials is made by the architect, but must be approved by the Chief Engineer of the Department of Property and Supplies. All monthly requisitions and financial data are prepared by the same Department.

The Bureau of Engineering and Construction is composed of an Assistant Chief Engineer in charge of monumental and Capitol Park development work. Approximately \$12,000,000 worth of work is being handled through this assistant. There is also an Assistant Chief Engineer in charge of State work, who has direct charge of the three district engineers in the State.

The last Legislature appropriated for State-wide construction work approximately \$24,000,000. For some of the building required by State institutions, the Bureau of Engineering and

Construction acts as a contracting firm, in so far as inmate labor is used upon the work. This makes necessary a complete construction organization, which purchases its own materials and handles its business along the lines of that followed by a contracting firm handling a contract.

In addition to the Division of Plans and Specifications, there is a Mechanical Division, which has charge of State-owned motor equipment other than that owned and controlled by the Department of Highways. The Division of Accounts performs its proper work. The Contract Division has charge of the awards and the closing of all contracts, and the Electrical Division has charge of all domestic engineering, as well as power plants, etc.

This comprehensive organization, made necessary when the Legislature of 1929 centralized all the building work of the State and its various institutions, is now functioning. Along with the above Divisions there is a centralized Stenographic Unit in order to combine efficiency and economy.

This organization for large scale building work has in the twelve months of its existence managed the securing and training of approximately 150 engineers. It has made and is supervising some 200 contracts, involving the employment of approximately 12,000 men on the various projects.

The programme has resulted in placing under contract approximately 82 per cent of the work which the last Legislature authorized. Included are some outstanding pieces of construction work in Harrisburg in connection with the great Capitol group. The Soldiers' and Sailors' Memorial Viaduct is nearing completion, at an approximate cost of \$3,500,000; the North Office Building has been completed at a cost of about \$3,000,000; and the South Office Building No. 2, or Educational Building, is expected to cost approximately \$4,500,000. There is also a three-acre Farm Products Show Building under erection, to cost approximately \$1,250,000.

Never in the history of the Commonwealth of Pennsylvania has there existed an organization which handles so many diversified problems in engineering and construction as the present organization. Only through the energy and executive ability of the Secretary of Property and Supplies, and with the hearty coöperation of the State Government in its various branches, as well as in consultation, when necessary, with the

Governor, has it been possible to accomplish the work assigned to this newly reorganized department.

By the end of the present administration, on December 31, 1930, all contracts for work authorized by the previous Legislature will be under way, and approximately 30 per cent of the projects will be actually completed. The entire organization and its administration are functioning as large business corporations operate. There is none of the delay and indecision all too often connected with public work, and the Commonwealth of Pennsylvania has reason to be proud of the record as to economy, efficiency, and speed being made by the Department of Property and Supplies in its building and construction programme.

EDITOR'S NOTE.—Mr. St. Clair tells above of the businesslike organization that is doing such great work for Pennsylvania. He does not, in his modesty, say much of the scope and quality of the work thus being forwarded.

It is noted that the buildings required for the many institutions owned and operated by the State of Pennsylvania, including hospitals, the teachers' colleges that replace the old normal schools, penitentiaries, and other correctional institutions, are now handled from Harrisburg under a centralized control as to design, contracting, and completion. The same organization likewise handles centralized purchasing of major supplies required by these institutions, with the result of obtaining large economies.

But most in the public eye is the carrying forward of the great Capitol Group in Harrisburg, as planned by the late Arnold W. Brunner, a noted civic architect who was an enthusiastic member of the American Civic Association until his death.

When the same fact was made plain to Pennsylvania that is now being less rapidly worked through in Washington, showing the desirability of bringing operating departments together and using the need for State buildings to increase patriotism by monumental structures, Mr. Brunner was called in. He proposed not only the four great office buildings placed in the twenty-nine acres of the Capitol Park extension in Harrisburg, but also designed the Soldiers' and Sailors' Memorial Viaduct that gives approach to these buildings and the Capitol itself. The model of his design, as completed and shown in the Capitol building, has served as an effective bar against freak projects which might innocently have arisen in the successive administrations since the making of the plan.

In accordance with his plan, three of the office buildings mentioned have been erected and are under roof, and the fourth, the Finance Building, is now being planned by the architects who were trained in Mr. Brunner's office.

In August of 1930 the Memorial Viaduct above referred to will be dedicated. It is distinguished at its western end by two great monumental pylons 143 feet high, surmounted not by emblems of war, but by conventionalized figures of the American eagle, as designed by Lee Lawrie, a famous and inspired sculptor.

As these words are written, a conference called by the Governor of Pennsylvania is about to convene, planned to bring into the same sort of consideration, by forethought rather than hindsight, all the relations of the Capitol Group, and looking toward its further harmonious development.

Visitors to Harrisburg find now great interest and pleasure in the classic structures composing the Capitol Group, which it is believed are to be given even greater effectiveness as the surroundings are developed.

ROADSIDE IMPROVEMENT

Uncle Sam Considers Roadsides

By THOS. H. MACDONALD, Chief, Bureau of Public Roads

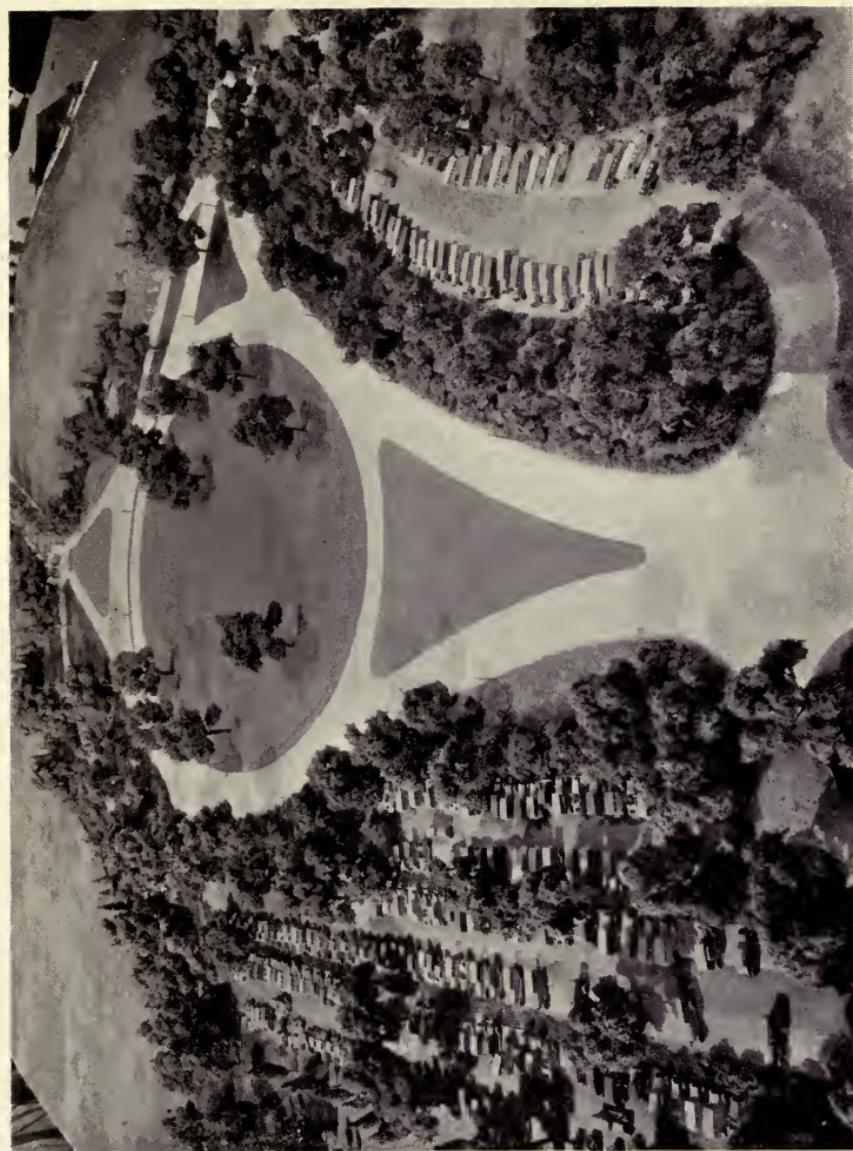
EDITOR'S NOTE.—The leadership which Mr. MacDonald has displayed in coöperating with the 48 States and Hawaii to improve, in little over a decade, 78,000 miles of roadway gives promise that the Bureau may, in the coming decade, be responsible for an equally stupendous program of roadside improvement which will affect the Federal-aid system directly and practically all other improved rural roads indirectly.

SOME of the more interesting phases of the work of the U. S. Bureau of Public Roads in 1929 were the planning of the Mount Vernon Memorial Highway, construction of which was begun in September, and the completion of some difficult and important road projects in National Parks and Forests.

It was in February, 1888, that the suggestion of a Mount Vernon highway culminated in the first Legislative act granting a State charter under the laws of Virginia for the Mount Vernon Avenue Association, to construct, maintain, and police such a new highway.

One year later, Congress directed the Secretary of War to make surveys and estimates for the road, and the report submitted in 1890 recommended that the highway start at the Virginia end of the Aqueduct Bridge. The various routes surveyed ranged from 13.8 to 16.2 miles in length, and the estimates provided for a 250-foot right-of-way, with a 60-foot driveway, and parking strips from 10 to 30 feet in width, together with rows of ornamental trees.

Nothing came of this early effort, and there was no renewal of the suggestion until 1926 when the Roads Committee of the House of Representatives directed the Bureau of Public Roads to make new surveys. The Bureau's report, submitted in January, 1927, outlined two possible routes, and interest in the approach of the bicentennial of the birth of Washington finally brought a definite decision to build the road as a memorial to be dedicated in the bicentenary year. The Commission, created by the act of May 23, 1928, to prepare for the celebration, was empowered to select a route, and the Bureau of Public Roads



Plan for Parking Cars at the Entrance to Mt. Vernon
Photograph by J. K. Hillers. Courtesy U. S. Bureau Public Roads

was authorized to make the additional surveys and plans for construction under an appropriation of \$4,500,000.

The route adopted by the Commission on January 24, 1929, is what is known as the river route, and the Bureau immediately set to work to prepare plans for a memorial road of the highest type on that location.

By the close of the year, plans were approved and work was well advanced on portions of the grade along the Potomac shore that are to be constructed as hydraulic fills with bridges spanning estuaries in the river. Riprap work forming walls for hydraulic fills had been finished, and bids for grading and drainage and for bridge structures have since been received.

The Memorial Highway, slightly over 15 miles long, extends from a circle on Columbia Island at Arlington Memorial Bridge to the Mount Vernon estate, and follows the Potomac River as closely as possible. Except through Alexandria, the right-of-way has a minimum width of 200 feet, with a pavement 40 feet wide, except where flared or widened and divided roadways have been introduced, the better to serve traffic and to provide parking-spaces at particularly attractive spots.

The highway has been so designed that acquisition of areas on either side of the right-of-way will form a protective barrier against encroachment of undesirable structures of all kinds.

On the route are twelve bridge structures of reinforced concrete arch construction faced with native stone, five spanning estuaries of the river and seven serving as underpasses or overpasses, eliminating grade crossings at practically all important intersecting thoroughfares, except through Alexandria. Of particular note is the highway grade separation structure on the Alexandria road, which is one of the most attractive and efficient grade separations ever designed. It has four graceful ramps, permitting an easy and uninterrupted flow of traffic in four directions and eliminating all left-hand turns.

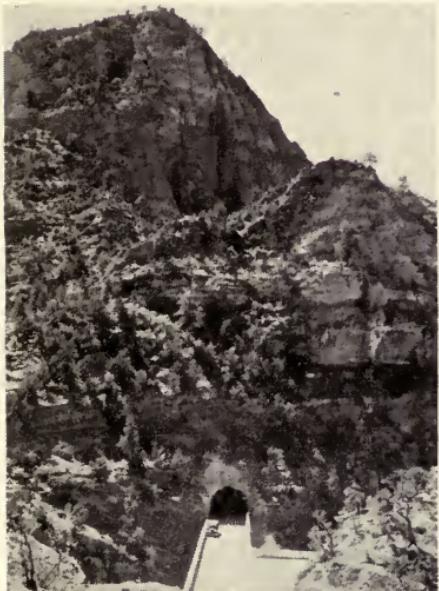
To care expeditiously for traffic at Mount Vernon, the highway terminates at a circle around which motor vehicles will flow easily and naturally to the loading and unloading platforms, and then to designated parking-spaces on either side of the approach road. It is planned, through design of roadway and planting of area, to capture for the approach to Mount Vernon the quiet charm of the estate beyond the entrance gates.

The Mount Vernon Memorial Highway will make possible one of the most beautiful drives in America—a drive from the Maryland State line through Rock Creek Park, through Potomac Park where is located the Lincoln Memorial and reflecting-pool, over Arlington Memorial Bridge, and along the Potomac over the memorial highway, passing through historic Alexandria and over ground familiar to Washington, to the Mansion House at Mount Vernon. The thoroughfare will be opened for travel in 1932 in time for the bicentennial celebration of the birth of Washington.

In National Parks where the Bureau, under agreement with the National Park Service, is supervising improvement of the more important roads, 100 miles of roadway were improved during the year. Completion of East Rim Road in Zion Park, in the southwest corner of Utah, and the west-side section of Transmountain Highway in Glacier Park, in northwestern Montana, were the outstanding projects. The Zion Park road is a link in the new route which will eventually connect the railhead at Cedar City, Utah, with the north rim of the Grand Canyon in Arizona, and thence by way of the House Rock Valley and the new Lee's Ferry Bridge with the Arizona road system south of the canyon. It will open up large areas in the upper and cooler levels and permit campers to escape the heat of the lower canyon. The Transmountain Highway will connect the two sides of Glacier Park and the adjoining country hitherto separated by the impassable mountain wall.

In the 4.6-mile stretch of Zion Park Road in Upper Pine Creek Canyon, there is more than a mile of tunnel. The tunnel is sufficiently near to the cliff face so that it has been possible to cut openings or galleries through the face from which views of the canyon may be obtained. The road below the tunnel winds through the canyon like a broad ribbon.

Before actual construction work began, much had to be done in preparation. A feasible route had to be found by which to climb from the floor of the valley, 1,400 feet in elevation, to the park boundary at 4,100 feet. Since no map of the country had ever been made (and only one or two men had ever been in Upper Pine Creek Canyon), it was necessary to make a map in order to pick out a possible route and make a survey. The survey involved weeks of arduous labor, climbing rocky slopes,



Zion-Mt. Carmel Highway with Mile-long Tunnel, Showing Entrance to Tunnel and View from One of the Observation Galleries

Courtesy National Park Service and U. S. Bureau Public Roads

cutting through dense thickets, hanging from hazardous points, and at all times maintaining an accuracy of measurement which would allow computations to be made closely enough for an accurate estimate of the work to be done. At one place it was necessary to use ropes to climb a steep cliff 300 feet high, and as this was the only way to get from the lower canyon to the upper, this rope was in use for several months, both during the survey and afterward when the contract work had been started.

In starting the tunnel work, it was necessary to begin at several points along the line and excavate the galleries first and then complete the tunnel between these points. All measurements had to be made from the outside, carried in, and projected through the tunnel. Scaffolds were built on the outside of the cliffs, and all supplies and materials were lifted to these galleries. At one point a wooden tramway was built up the face of the cliff to carry a small car for transporting men, machinery, tools, and supplies. The car was operated by a small air-hoist supplied by air from the main pipe-line at the base of the cliff.

To preserve the natural landscape, as little work as possible was done outside the lines of the roadway. The road between the entrance to the park and the tunnel was constructed at the same time as the tunnel, and machinery for tunnel-work had to be taken in before work could begin. A cableway was installed from the bottom of Pine Creek Canyon to a point near the camp over which were transported all machinery and materials for tunnel and roadway, as well as all camp supplies.

The Transmountain Highway, passing through the center of Glacier National Park from west to east, is some 12 miles long, and was designed primarily to make the interior of this scenic and rugged spot in the Rocky Mountains more easy of access to tourists and campers. Since the special items and requirements called for in the plans and specifications could be best explained on the ground, arrangements were made for prospective bidders to meet with the Bureau's engineers and Park officials to inspect the work prior to submitting bids. Cliffs were scaled and long steep snowslides climbed.

The work of the engineering party that staked the lines for clearing was not only difficult but dangerous at all times. Practically vertical cliffs, several hundred feet high, had to be surveyed, cross-sectioned, and staked. This work was done

in all kinds of weather—rain, hot sun, sleet, snow, and high winds. Ropes were used on the cliff sections, but it required skill, strength, and courage to do the necessary field-work.

Transportation facilities of all kinds were used to carry road materials and equipment and camp supplies—pack-horses, teams and wagons, trucks and tractors. Throughout the progress of the work, temporary trails were built to reach the various parts of the highway or to route the pack-strings around portions where heavy blasting made travel either impossible or too dangerous. This project, well up in the Rocky Mountains, is subject to heavy snowfall, with resulting deep and wide snowslides. Combating such slides was just another problem in road-building.

In the National Forests the Bureau supervises construction of the more important highways which are necessary sections of the Federal-aid system and which serve the more important forest communities. As in the National Parks, these forest projects, which often scale the sides of mountains and cross them at high altitudes, entail difficult engineering problems. In some instances the projects are located in isolated sections, far from bases of supplies, and with no trails blazed over which to carry them. In 1929, 315 miles of these forest roads were completed, increasing the total length of improved roads to nearly 4,100 miles, about a third of the forest highway system of 14,000 miles.

Planting shade trees along highways is a necessary complement to surfacing of roadways, the Bureau believes. A number of States had started, with their own resources, improvement of roadsides before passage of the amendment of the Federal Highway Act, authorizing Federal participation in planting shade trees along highways in the Federal-aid system. Recognizing that the first duty of the State Highway Departments is to surface highways, the Bureau does not wish to force States to resort to Federal aid in tree-planting nor to lead States to begin tree-planting until they are ready for it. But it will use its influence to bring about adoption of suitable provisions in all States to enable this work to be done.

Correlated with roadside beautification is the problem of ridding the main traveled highways of the blatant commercial advertising signs. While the Bureau has no authority to correct what often proves a menace to safe driving, it has done what

it could toward eliminating the billboards by developing popular sentiment against them. It is on the main traveled highways of the country that the billboards are concentrated.

In coöperation with the Bureau, 48 States and Hawaii improved a total of 9,390 miles of highways in the Federal-aid system in 1929, and had another 9,525 miles under construction. Forty-four miles of bridges and approaches were also built. The Federal-aid system comprises a total of 188,857 miles of main interstate and intercounty roads. At the close of 1929, the actual length of roads in the system improved with Federal aid was 78,096 miles, or about 41 per cent of the total mileage.

How Westchester Treats Its Roadsides

By JAY DOWNER, Chief Engineer Westchester County Park Commission

EDITOR'S NOTE.—Westchester County is actually doing the things which the "impractical dreamers" have been trying to persuade the "hard-headed business men" to undertake, and, as Mr. Downter related in last year's Annual, the investment is proving a profitable one for the property owners and the community at large, as well as a substantial contribution to the pleasure of all who use the parkways. In this article Mr. Downter tells how Westchester County is solving the roadside problem. Commissioners of three thousand-odd counties in the United States, please take note.

A BASIC principle in laying out what is now generally recognized as the Westchester County type of parkway is the establishment of a reservation, at no point less than 200 feet in width, which affords controlling strips of land on both sides of the 40- to 60-foot paved roadway. Under this principle there is no foothold for blatant billboards, and the panoramic hodge-podge of hot-dog dispensaries, barbecues, and so-called refreshment stands that unfold in offensive, jazzy patterns along countless miles of our American highways.

Broadly considered, arterial road-building has not yet emerged from the pioneering stages, even with the excellent structural standards for roadbeds, pavements, alignment, and grades which have been evolved by modern engineering practice. There is a rapidly growing public consciousness of the fact that although great advances have been made in the utilitarian essentials, our roadsides in general have lost the charm of their aspect in the bygone horse-and-wagon days. The old roads may

have been hub-deep in spring mud, which became a layer of dust under the summer sun, but they were flanked by the characteristic scenery of the countryside, unspoiled by the nauseating vulgarity of structural riff-raff and automobile graveyards that are all too familiar in the modern scene.

Road-builders, or more properly the planners of the future, must extend their vision beyond the edges of the pavement. In Westchester County the parkways have evolved what is doubtless the most effective method of handling the problem of roadside control. Including the Bronx River, Hutchinson River, and Saw Mill River projects, 36 miles of 40-foot paved traffic parkways are in service, with an additional 20 miles under construction. A continuing program is being carried on as rapidly as the County can finance construction, through a carefully coördinated total of 160 miles of reservation rights-of-way which have been acquired.

The above-named parkways follow the valleys of the streams from which they derive their names. Reservations are not confined between rigidly parallel lines, but vary with the irregular topography typical of Westchester County. There is also a flexibility of treatment in the location of the paved driveway within the reservation. Occasionally the driveway crosses the meandering stream on stone arched bridges. But the principle of keeping a strip of reservation lands between the driveway and abutting lands in private ownerships is always maintained. Constantly changing aspects of landscape treatment are presented by the varying widths and physical diversity of reservation strips ranging from grassy meadows to wooded slopes and ledge-rock outcrops.

The purely esthetic advantages of the principle of acquiring what might be termed buffer strips of land along any arterial highway is readily apparent, but its fundamental importance rests very largely on economic considerations. The specific phase of highway economics involved is the effect of any new road on adjacent land values.

It has now been demonstrated that there are many miles of modern highways in various localities which have had a depressing effect on adjacent land values by reason of the character of roadside development. The modern, heavily traveled main highway is no longer a desirable place of residence,

and in any city or suburban region only a limited proportion of road frontages can be utilized for substantial business or industrial purposes. Some authorities place this proportion at about 20 per cent of the available road frontages. Regardless of what this specific percentage may be, the unsightly results of uncontrolled utilization of many of our roadsides are apparent everywhere. On the other hand, land-owners, under pressure of attempting to develop income to meet taxes, cannot be wholly condemned. The result, however, has been the growth of what somebody has termed linear slums that depress neighboring property values.

It is usually futile to set up ordinances or legislation which oppose economic pressure. Instead of applying prohibitory methods to the roadside slum problem, the Westchester type of parkway turns the economic balance in its own favor by enhancing land-values. The parkways of Westchester County have created many miles of frontages highly desirable for residential purposes because they are conveniently accessible to a modern arterial trafficway but are separated from immediate contact with the roadway, by an attractively landscaped park-land strip.

The reservation strips flanking the paved parkway drives completely eliminate the roadside nuisance problem, and privately owned lands immediately beyond the reservation limits find profitable utilization for residential purposes instead of being shunned as are the lands along many heavily traveled highways without protecting strips.

The excess cost of land in excess of the bare requirements of the pavement right-of-way has been easily offset in Westchester County by the enhanced valuations of taxable property created along the parkways.

The problem of roadside control is, therefore, a matter of discarding our earlier and somewhat limited ideas of road-building and the application of broader conceptions of planning. Careful study will doubtless show that there is less conflict between esthetic considerations and sound economic principles than is commonly supposed. The parkways of Westchester County probably carry increased traffic because the roadsides are beautiful, but they serve that traffic well because they are designed to permit an easy flow of motor vehicles.

Roadside Beautification in Connecticut

By ROBERT M. ROSS, Secretary-Forester Connecticut Forest and Park Association, New Haven, Conn.

THE Connecticut General Assembly of 1927 passed a law which established in the State Highway Department a Landscape Division. This law provides that the State Highway Commissioner shall have exclusive jurisdiction over trees, shrubs, or other vegetation within the limits of State highways, and he is given authority to plant and properly care for such vegetation. He is furthermore given the right to take possession, in the name of the State, of trees in woodland bordering the trunk-line and State-aid roads, and the owners of such trees are reimbursed upon the stumpage value of the trees.

For the most part, the law is working out well and there is a decided improvement in the appearance of our roadsides in sections of the State where the Landscape Division has worked. It is the policy of this Division to save, wherever possible, the native trees and shrubs. Furthermore, where it is necessary to make plantings, the trees and shrubs native to Connecticut are used almost exclusively. In other words, our highway landscape work is along the lines of assisting nature to re-establish the species native to Connecticut, rather than trying to establish exotic species which would not harmonize with our beautiful natural flora.

During the past three years our Highway Landscape Division has accomplished much in what might be termed general clean-up work. Several miles of roadsides have been carefully cleared of excess brush and weeds, raw slopes have been graded to an angle of repose and planted with shrubbery, vines, and grasses. Furthermore, the small, unsightly, illegal signs have been eliminated. It should be understood that this cleaning work does not mean the cutting of every vestige of vegetation, like the cleaning of a railroad right-of-way. On the contrary, it means the leaving of all desirable, vigorous shrubs and trees and cutting only the inferior trees and vegetation. In this work, as in all roadside projects, planning is essential so that the landscape work does not create blind curves and other hazards to safe travel on the highway.

The term "Highway Gardens" has been adopted by our Landscape Division for those small waste areas of land so often found after the relocation of highways. In most cases these are either intersection triangles or so-called island areas between new straight roads and short abandoned curves. These areas are generally less than an acre in size and many contain less than a thousand square feet. Judging from the size of the "Gardens," one might regard them as of little value in a State-wide beautification project, but this is not the case. Such areas are planted with native-grown nursery stock, seeded down and maintained as lawns. As time goes on they will become oases of beauty to the traveler on our highways. With the State setting an example of this kind, there is reason to believe that many of our towns will adopt a similar course.

Realizing that there is a real need for rest-places along our highways, the Landscape Division has established several of these areas. Here the traveler may picnic without trespassing on private lands. The rest- or picnic-grounds are located in attractive places, and turnouts are provided so that autos may be parked off the traveled part of the highway. While these areas cannot be regarded as adding beauty to the roadside, they certainly are necessary. Indirectly, they will contribute to the beauty and safety of our highways as picnic parties will gather at these places and be less likely to clutter up our roadsides with all manner of trash. This work is in a more or less experimental stage, and it will doubtless be enlarged and greatly improved upon as the necessity for such public areas becomes more apparent. These rest- or picnic-areas should not be confused with our wayside State Parks which are under the supervision of the State Park and Forest Commission.

The foregoing gives some idea of the constructive work by our Highway Landscape Division which has been in existence but a little over two years. When we take into consideration the numerous difficulties which must be overcome in this new work, the accomplishments to date are very creditable. On the other hand, our highways will not present the beauty for which we are working until the billboards are hedged from view. The elimination of roadside advertising seems to be the next necessary step if we are to make great progress in restoring beauty to our State highways.

Three Years Along the Roadside in New Jersey

By J. F. DYER, Secretary and Forester, Shade Tree Commission
of Union County, Plainfield, N. J.

EDITOR'S NOTE.—Mr. Dyer, who, in addition to serving Union County, also serves as Chairman of the Shade Tree Commission of the City of Plainfield, has told a story which should stimulate the improvement of roadsides in many other parts of the country.

IT MAY be said with all truth and in the very beginning that no one person is responsible for the marked improvement in roadside beautification and billboard eradication which is beginning to develop within this County. It is true that much has been left for the County Shade Tree Commission to work out as to detail, policy, or motive to create, but the credit belongs largely to a number of public-spirited citizens of this County and State, and most particularly to ex-Governor Silzer, who, after riding over the State and observing the destructive practices of public service companies and contractors, and the criminal mutilation of trees and roadside growth, returned to Trenton and set in motion legislation enabling County Boards of Freeholders to create Shade Tree Commissions. Such Commissions have the right to draw up and enforce rules and regulations which, when backed by existing State laws, do much to clean up the roadsides and enhance their beauty.

After such legislation became effective, the ex-Governor personally wrote to all County governing bodies requesting them to appoint Shade Tree Commissions. This was done in seven Counties, the County of Union being one of the first to avail itself of the new legislation.

The County of Union is close to the New York metropolitan center, and consequently draws largely from that center. Many commuters to New York are residents within this County. These residents have come to Union County to avail themselves of country-like conditions within commuting distance to a business center. Consequently, they are keenly interested in the preservation of the County's natural beauty and encourage activities to develop and maintain an attractive, clean, and unobstructed roadside. They support our County Park and

County Shade Tree Commission. These people are, therefore, largely responsible for the improvements which are rapidly taking shape.

The Board of Freeholders has manifested a very keen interest in the planting of trees and shrubs and the eradication of ugly signs and outdoor advertising. Members of the Road Committee have been very active in this respect. The County is fortunate in having a Commission made up of men who have been willing to give time without compensation to any phase of the shade-tree situation, and they have worked with a free hand, unencumbered by any political or other distracting element.

The first three months of the Shade Tree Commission's activities were confined entirely to the collecting of all possible data which could have any bearing on the subject of roadside improvement. Every street was listed, together with a soil-survey of its area. There was then no complete geological soil-survey procurable, and it was necessary to make many soil-tests. Conditions of all trees existing were noted and their varieties were listed. Pavements, sidewalks, overhead wires, gas- and water-mains, trolley tracks, dangerous curves, railroad crossings, and any number of other conditions, all bearing on the general subject, were carefully considered.

There were those, in the beginning, who opposed the shade-tree movement, and, of course, when nothing had been done at the end of the first three months which could be seen, some criticisms of the Commission arose but these were soon forgotten.

The Commission then began removing dead trees or trees which were in such a state of decay as to constitute a menace to health. Along with the removal of these trees, much undesirable underbrush was taken away, and there was considerable thinning of naturally growing trees and shrubs. In addition to this operation, pressure was brought to bear upon the Commission to have all advertising matter removed from within the right-of-way, and during the first year the Commission removed nearly 7,000 signs, ranging in size from placards of only a few square feet to billboards containing 500 to 600 square feet. Our policy in the removing of advertising matter has been one of education. In most cases where complaints were made, they were settled amicably, only three cases having to be brought to court. Talks in schools, before garden and women's clubs,

Chambers of Commerce, and the Service Clubs helped to educate the people and bring the billboard nuisance to their attention. The press of the County, in most cases, gave the Commission full support.

There still exist many signs in Union County. The County's nearness to New York, Newark, and Philadelphia, and the fact that it is crossed by four leading railroads, makes it a fruitful field for the advertiser. The County is thickly populated, and subdivisions and real-estate developments are largely advertised outdoors. However, the rights-of-way through this County have been cleared of advertising, and the signs existing now are those on private property, so close, in some cases, to the line of right-of-way that they may appear to be on County property, but in all cases they are entirely out of the jurisdiction of the Shade Tree Commission. The campaign to remove signs has been so favorably accepted by the people and the press of the County that the example has spread and many property owners are refusing to allow signs to be erected on their property or nailed to trees, and are asking that many which have been erected be removed. More than 60,000 signs have been removed from this County's right-of-way alone within the past three years.

The policy of this Commission in planting and maintaining roadside trees is typed largely after that recommended by Jen Jensen of the Chicago Park Commission. We first made an effort to improve and maintain natural growth, both of trees and shrubs; and to augment this growth with such other materials as proved adaptable to the location. While many of our country roads have been planted continuously, we have not replaced trees which have died, and therefore the line of planting does not appear too regular. In places where views are procurable, no trees have been planted, but this factor does not enter largely into our planting, inasmuch as we are now, or in the near future are sure to be, a very thickly settled County and many of our now country-like roads will soon be lined with dwellings or stores, so that there will be only a few places where purely rural, country-like conditions will be likely to exist permanently.

In our planting material we have used the following trees: the oaks—red, white, pin, and scarlet; the American ash, which

is very adaptable to a large part of our County; the American elm; red and Norway maples, the latter rather scantily; Kentucky coffee trees, sweet gum, ginkgo, honey locusts, and lindens. The honey locust, we believe, is going to prove a very satisfactory tree for the poorer sections of our cities and for factory plantings. These trees will be several years in developing, and the County, in order to plant a greater number, has used a smaller tree, ranging from $1\frac{1}{4}$ to $2\frac{1}{4}$ inches in caliper. Some criticism of the size of our trees has been made, but, upon explanation, those offering the criticism are usually won over to the County's argument. Larger trees, however, are planted on school or other public properties. All of these trees are planted without charge to the property owner and are maintained without charge. Later it is hoped, in some places, to plant more shrubbery and even the larger evergreen trees. These shrubs and trees are now being grown in the nursery which comprises $4\frac{1}{2}$ acres and is completely filled with young trees and shrubs, for the use of the Shade Tree Commission.

More and more the Commission is developing into a maintenance organization and is equipping with that in mind. The Commission maintains a complete spraying outfit and extends this service to private owners without charge wherever the case may warrant.

"What is roadside improvement?" was the question asked by many at the beginning of the Commission's activities. It is doubtful if the Commission ever gave a comprehensive answer to that question, but the answer has been found in the conditions which are now beginning to exist throughout the County.

Property owners and public institutions are constantly, and in greater numbers, requesting plantings. These requests when received are filled in order, so far as possible. Requests for these plantings exceed the supply available but manifest very clearly the usefulness of the Shade Tree Commission's work and the trend of public opinion toward shade-tree plantings and roadside improvement. More and more, citizens of the County are coming to realize the enhancement in value to their property derived through the activities of the Shade Tree Commission, and more and more they give the Commission the support which it needs to render its fullest service to the community.

Roadside Development in Michigan

By J. M. BENNETT, Superintendent of Parks and Forestry,
Wayne County Road Commissioners

EDITOR'S NOTE.—Mr. Bennett is the author of an excellent book on "Roadside Improvement," published in 1929 as a part of the Land Economics Series edited by Dr. Richard T. Ely. This inspiring account of the actual accomplishments of the Board of Wayne County Road Commissioners should prove a stimulus to road commissioners throughout the United States.

AN ORGANIZED program of roadside development was adopted by the Board of County Road Commissioners of Wayne County, Michigan, in 1922. Before this time, all advertising signs had been termed obstructions and were removed from within the limits of the highways. The grass and weeds along the roadsides had been kept mowed and no refuse had been allowed to collect. An act of the State Legislature of Michigan, in 1921, gave County Road Commissions the right to set out and maintain trees along County highways. The following year, Wayne County proceeded under this law to organize all related work under one head, giving it the name of roadside development. It included then, as it does now, tree-planting, trimming, seeding, sodding, regulation of overhead public utilities, removal of advertising signs, and the construction of comfort stations.

We believed that the thousands of motorists making use of the highways were entitled not only to smooth concrete pavements on which to drive, but to the added comfort and convenience of completely developed roadsides. The cost of maintaining well-kept roadsides was also found to be far less than where the improvement was confined to the pavement and ditches.

If a logical reason is given for proposed improvements, and if the methods used are really practical, little difficulty will be experienced in convincing the public that the work should be done. If, however, an attempt is made to paint a vivid picture of beautiful roadsides by appealing solely to the esthetic sense of the public, progress may be slow. The business of those engaged in roadside development is not primarily to create beauty for motorists to view in passing but to improve by practical methods the usefulness of the roadsides, permit nature

to provide the desired beauty, and to make the otherwise waste space between the traveled way and the property line of every road produce the most in usefulness and service to the people. Roadside beauty in its most desirable form is a direct and unavoidable result of this.

Where sufficient space is available, trees should be planted to provide shade for the motorists. Anyone who has traveled over a paved road on a hot summer day in crowded traffic where shade trees are few and scattering, can easily appreciate the desirability of shaded drives. Often the discomfort caused the motorists affects safe driving. Trees also moderate moisture conditions in the road-bed and ditches by preventing sudden changes which are harmful to the sub-grade. Roadside tree-planting always results in an improved natural appearance, and a better use could not be made of the right-of-way between the ditches and the property lines.

The proper trimming of trees, particularly existing mature trees, adds to their life and promotes a more vigorous growth. To institute any form of improvement without maintenance is uneconomical and can only result in neglected appearance and ultimate failure. Trimming for traffic and public utility lines requires constant attention, and spraying for insects and diseases is often a necessary part of tree-maintenance.

The seeding and sodding of banks, ditch-slopes, and shoulders and the slopes of cuts and fills at bridges and grade separations saves a considerable amount of money annually which would otherwise be spent in repairing washouts. The old practice of filling worn water-holes with broken stone, pieces of concrete, and rubbish is not effective, since erosion continues in spite of this. The ground surface must be completely covered to prevent such damage, and the natural remedy of grass or sod is most successful. The first cost of this may be greater than other methods of repair, but the ultimate maintenance cost is far less. The result is a more natural appearing roadside. Nature is furnished the materials and given a fair chance to develop roadside beauty.

A most important question has to do with overhead public utility lines. Roads are designed and built primarily for traffic, and if pole-lines interfere they must be moved. Such moving often places them in a location which might also be used for

trees, and the problem of line-clearance with respect to new trees, as well as existing ones, becomes more difficult. Where trimming for wires is done, the trees are seldom benefited and they are usually damaged. All line construction and related tree-trimming should be uniformly regulated and supervised by the highway officials, and all pole-line companies should recognize the right of the road authorities to develop the entire highway right-of-way for the best interests of the motor-ing public.

In dealing with public utility companies, it is necessary to consider roadside development in its broadest sense, and plans must be made for the future, taking the average life of the trees into account. A policy of ignoring these companies should not be adopted since, regardless of their right on the highways, they are also giving the public a much-needed service. The entire scheme must be worked out on a coöperative basis, and at the start a definite location should be agreed upon for both poles and trees. During the time it takes the average tree to develop, many open wire lines may be placed underground and in aerial cables. The existence of public utility lines on highways should not curtail in any way a general program of roadside development.

Without question, all advertising signs along highways are obstructions. If they do not directly block views at dangerous intersections, they serve to distract the motorists' attention, thereby creating a menace to safe driving. Signs attached to trees result in tree-damage which adds to the expense of main-tenance. Unless proper legislation prohibits the placing of such signs on the highways, they are difficult to eliminate. The cost of continued removal by the road authorities, without effective laws, would in many localities amount to a considerable ex-penditure.

Comfort stations, properly built and maintained along main traveled highways, contribute much to the comfort and convenience of the motorists. They should be located adjacent to the highway right-of-way, with ample space for parking, and should include complete sanitary equipment. From the stand-point of sanitation alone, however, their service to the public is most valuable.

During 1922, there were 2,200 trees planted in Wayne

County, consisting of $2\frac{1}{2}$ -inch Norway maples and American elms. These were distributed along about 12 miles of road. A general planting plan was formulated, and some tree-trimming was also done. A few bare spots and slopes were seeded and sodded. Negotiations were begun with the various public utility companies having poles on County roads. Permits were required for all tree-trimming, tree-removal, pole-setting, and underground operations within the limits of the highway rights-of-way. All advertising signs were removed from the roadsides.

Since 1922, more than 300 miles of improved roads have been constructed in Wayne County, bringing the total mileage to date to approximately 600. More than 80 highway bridges have been built and about 30 grade separations completed. Trees numbering in excess of 45,000 have been planted on more than 200 miles of roads. The sizes of these trees range from $2\frac{1}{2}$ to 6 inches in diameter, and the species used included Norway maples, sugar maples, American elms, pin oaks, red oaks, and American sycamores. Trimming has been completed on more than 500 miles of roads, and all trees are sprayed twice each year. Approximately 35,000 shrubs have been planted in parkways, around comfort stations, and at various locations along the highways. More than 150,000 square yards of sod have been placed at grade separations, bridges, and through heavy cuts and fills. All level barren areas have been seeded.

Complete coöperation has been established with all public utility companies, and to date more than 2,000 permits have been issued, covering tree-trimming, tree-removal, and pole-setting jobs. This work has all been inspected by representatives of the Board of County Road Commissioners.

The construction of roadside comfort stations was begun in 1924 when two such buildings were erected. At the present time, 13 have been completed and a fourteenth is being built. All comfort stations are of fireproof construction, with brick and stone walls, steel rafters, and slate roofs. Floors are of concrete, terrazzo, and tile. These stations are equipped with toilets for men and women, rest-rooms for women, hot and cold running water, drinking fountains, public telephones, information booths, and hot-water heat. They are open the entire year, and caretakers are in attendance both day and night.

The North Carolina Survey

By ELIZABETH B. LAWTON, Glens Falls, N. Y.

YOU have doubtless grumbled many times about the ugliness of the American roadsides. Have you ever tried to diagnose a specific case? Have you ever asked yourself just why the highway ahead of you is not beautiful, and what must be done to make it so? This is what we have been attempting to do in North Carolina this winter.

Practical field surveys of roadside conditions, to show the people what needs to be done and what can be done, are, in the opinion of the National Council for Protection of Roadside Beauty, the best means of stimulating interest and activity along this line. When the American Nature Association generously offered to finance a demonstration survey, work was begun in December, 1929, in North Carolina.

This State was chosen, with the advice of the U. S. Bureau of Public Roads, for two reasons: It has its highway system well developed and is therefore ready to think of roadsides as well as roadbeds. It is a tourist state and therefore finds the beauty of its highways a commercial asset.

In making the survey, we have motored over 6,200 miles, taken 300 photographs, and made innumerable records. We have studied roadside planting, the "hot-dog" stands, the filling station, the mutilation of trees by wire companies, the auto dump, and the ubiquitous billboard.

Such a study inevitably leads to three conclusions:

1. In most cases our highways will be lovely if we can restore them to their natural conditions, before man and modern civilization laid hands on them.

2. Such restoration can be made only by State action and will require adequate State laws.

3. The impetus for such State action must come from the people. *Roadside improvement cannot be imposed from without.* Our object in North Carolina, therefore, was not only to determine the next practical action which should be taken for roadside improvement, but more especially to *interest the people to demand that action.*

In presenting the problem, "How to Make Our Highways Beautiful," we outlined four main steps, three of which must be taken by the State itself.

The first step is to cover the scars left by the road-builder, to make green again the raw shoulders and banks with grass and vines. Fortunately, here is a case where economy means beauty, for it costs 50 per cent less to maintain banks and shoulders thus planted. There is nothing which will do more for the beauty of southern highways than this provision for green in the immediate foreground.

The next step is the protection and planting of native trees. The few States now planting roadside trees realize how much of this work could have been avoided if native growth had been saved where possible. Highway Departments should train their men to protect native growth. Where the highway system is well developed, as in North Carolina, the people should demand that at least one per cent of the highway funds be devoted to tree-planting.

Chief MacDonald, of the U. S. Bureau of Public Roads, points out:

A very large part of the traffic upon our main highways is recreational and pleasure travel. Highway service for this kind of traffic is not complete until the roads have been made attractive and pleasant as well as strong and smooth. Expenditures for roadside beautification are merited on esthetic grounds only, but there are few States in which the tangible return in the form of increased gasoline taxes will not more than repay the cost. . . . The Federal Government stands ready to pay half the cost of the improvement of roads in the Federal-aid system.

We urged the people to plant in natural groups as well as in formal rows and to use native growth always.

The third step is inspiring the communities to clean up and beautify their own approaches. Here is a chance for community effort. The approach gives the first impression. It is the introduction. Tourists pass through many towns. They remember only the unusual. There is nothing unusual about a messy and billboarded approach, but a clean and beautiful approach is unique and the best possible advertising for any town and for every merchant in the town.

Thomas MacDonald, in the last Civic Annual, frankly stated that the first step in roadside improvement must be "the complete elimination of commercial advertising signs, not only those within the rights-of-way but those on private property along the rights-of-way."

On this step we laid the greatest emphasis in North Carolina. The people of America must realize that beautiful highways are impossible if billboards remain. Beauty and the billboard cannot exist on the same landscape. In any study of roadside improvement, *the billboard menace cannot be ignored.*

What use to spend time and money beautifying the approach to a city only to have that approach ruined by billboards? Even memorial drives, dedicated to our war heroes, are not respected by the billboard vandals if an extra dollar can be made.

North Carolina has no laws to control the erection of the huge organized boards. She has, however, a very good law to check the snipe advertising, of which there is a great deal along her highways. The present law forbids advertising on the right-of-way and on private property without the owner's written consent. Unfortunately, as in other States having the same law, it is only partially enforced. We urged the people of the State to demand a full enforcement, and suggested that the Highway Department be asked to follow the example set by the Pennsylvania Highway Department, which strictly enforces a similar law, by two clean-up campaigns each year. The highways and farms of Pennsylvania are remarkably clear of snipe advertising.

All points made in the survey were illustrated by views from North Carolina and other States. In every way possible we tried to translate the material secured into action by placing it, with practical suggestions, before the civic groups. We urged every group (1) to go on record as in favor of roadside improvement in North Carolina; (2) to ask the Highway Department to push the program for bank and shoulder planting, and also to enforce the present sign law; (3) to ask the State to authorize the purchase of wide rights-of-way, allowing for future planting, and to authorize the expenditure of one per cent of highway funds for tree-planting; (4) to urge the State to enact further laws for control of outdoor advertising. Plans for the presentation of the subject were suggested, at request, for various State groups. A program on "North Carolina Roadsides" was prepared, with slides made from local views, and with an exhibit of photographs, to be circulated among the civic groups of the State.

Pennsylvania Roadsides

By JAMES L. STUART, Secretary of Highways, Harrisburg, Pa.

THE roadsides, those two narrow belts of land bordering our highways, are probably more in evidence as we motor by than any other public property. Despite this fact, their development has been neglected, due very largely to a subservience of the esthetic to the practical in the mad rush for construction of straight, smooth, durable highways. But the pendulum has started to swing the other way, and the possibilities of making beautiful what has come to be such a potent factor in our civilization are just beginning to unfold.

Roadsides unscarred by the hand of man belong to a past generation. The bare slopes of cuts and fills, stumps that tell their story of destruction of stately old trees, and the removal of ancient landmarks are deplored by everyone even when unavoidable in the construction of the modern highway, but the preservation of natural beauty and the lifting of the standard of roadside business places are positively essential in the enhancement of highway values. It is possible to assist nature to restore plant-growth and rapidly blot out the scars of highway construction by planting trees, shrubs, vines, and grasses on slopes to prevent erosion, rows of evergreen trees to prevent snow from collecting in drifts on the highways, and shade and ornamental trees to check slides, as the establishment of these plants will result in a reduction of road-maintenance costs.

It is the policy of the Pennsylvania Department of Highways to spend but a small portion of highway funds in such furtherance of highway betterment until more of the byways are hard-surfaced. However, it has given interested individuals and organizations the opportunity to coöperate by furnishing plants on the roadside which will be planted and maintained by the Department. The foresters and landscape architects of the Department draft plans and assist coöoperating agencies in any desirable roadside beautification movement along durable types of highway that have been established on ultimate grade and location.

Each hamlet and municipality in the State should have a pleasing highway entrance. Avenues of shade trees, groups of

evergreen trees, and masses of flowering shrubs and perennial flowers create a pleasing approach and leave a favorable impression on the stranger. In fact, the character of a people may be judged by the appearance of the roadsides near their homes. Too often public dumps, large poster boards which obscure desirable landscape or town views, and illegal signs are the first to greet the traveler, whereas if the dumps were screened by suitable plantings, and the signs removed, the first impression of a community would be all that it should be. As an example of what can be done in this direction, the business men and civic clubs of West Chester have lined all improved highways leading into their city with shade trees.

Road-intersections that are usually bare and unattractive can be made into beauty-spots by proper planting. These plantings also serve as safety devices that cause traffic to flow around rather than over the area between the roads. They should be of low-growing plants that will not cut off traffic views, and so selected that spring and summer flowers, autumnal leaf-coloration, and highly colored fruits persisting through the winter make the intersection attractive the entire year. The Monroe County Garden Club transformed an eyesore into a place of beauty by furnishing 190 flowering shrubs for the improvement of the Analomink Intersection in the heart of the Pocono Mountains.

Mass plantings of flowering shrubs properly located are impressive while blooming and can be arranged so they are attractive throughout the year. These plantings are inexpensive and serve a dual purpose of screening auto graveyards, quarries, tumble-down buildings, railroad embankments, and other undesirable views. Groups of evergreen trees brighten the winter landscape. Base-plantings for town name and traffic signs break up the commonplace appearance and leave a favorable impression on the stranger. Rambler roses on trellises or guard-rails, Virginia creeper, wisteria, and bittersweet vines on dead tree trunks, phlox, Shasta daisies, and flowering bulbs attract the eye and bring favorable comment.

The planting of specimen weeping willows where meadow streams cross the highway, background plantings for historic markers and springs, inject a favorable and natural appearance into their environment. The Chamber of Commerce and Motor Club of Waynesboro have made plantings possible by furnishing

over \$550 for the purchase of plants for beautifying the State highway for a distance of 3 miles on either side of their prosperous town.

Planting shade trees is probably the most common form of highway memorials. Mothers' Highways, as encouraged by the Kiwanis Clubs, Memory Lanes for our soldiers and sailors as planted by civic organizations, Shade Tree Avenues as established by Women's Federations, and Evergreen Highways as originated by individuals, are excellent examples of highway improvement.

Grass berms through the rural districts and other locations where traffic is not congested add materially to the appearance of roadsides. Grass is easily and cheaply maintained along roads where automobiles do not drive off the road metal. The thoughtful driver will have respect for grass-plots as well as shrubs and trees growing along the highway and will not drive over or against them.

Roadside beautification pays high dividends. Its benefits are many and far reaching. It encourages civic pride, increases land values, reduces road-maintenance costs, lessens accidents, equalizes temperature on the roadway, and provides a form of healthful creation and enjoyment for the millions of persons who use the highways.

Every trip over the highway should be one of pleasure. This is possible by assisting nature to bring back the former beauties of the roadsides and by educating the public, especially the so-called "nature lovers," to avoid the vandalism of gathering roadside flowers, autumn leaves, or edible and highly colored fruits. I appeal for the assistance of every land-owner whose property joins the State highway, every organization and club interested in civic improvement, and each man, woman and child who uses the State highways and who has the public good at heart, to assist in educating the public to a keener appreciation of roadside beauty.

ROADSIDE planting may screen unsightly private property from view. The time will come when owners who wish their property to be seen must make it worth seeing.

A Program for Roadside Improvement

By GEORGE B. FORD, New York City

EDITOR'S NOTE.—Mrs. John D. Rockefeller asked Mr. George B. Ford to submit to a small conference a possible program for roadside improvement. Mr. Ford made such an excellent analysis of existing conditions and outlined such an interesting program that we have asked permission to publish its principal features in the Annual.

MRS. JOHN D. ROCKEFELLER, through the Art Center in New York, with the coöperation of the American Civic Association, has been conducting a campaign for the improvement of wayside stands. With the purpose of considering possibilities for other improvements in roadside conditions, Mrs. Rockefeller asked three or four of us to meet with her, to see what should be done and to recommend a program and organization devoted to roadside improvement throughout the country.

Discussing the subject from all its angles, we felt that the objectives might be stated as follows:

1. Control of the location and character of commercial advertising signs;
2. Control of the location and character of filling stations, "hot-dog" stands, roadside markets, tourist camps, telegraph, telephone, and lighting poles, and discarded automobile and other dumps;
3. Landscaping of the roadside and abutting lands with particular emphasis on the planting of indigenous trees and shrubs and the provision of walks;
4. The location, design and construction of highways, so as to preserve natural beauty and, wherever practicable, enhance it, all with particular reference to segregating through traffic from local traffic and commercial traffic from pleasure traffic.

In general, we felt that our first main objective was to help in cleaning up disorder and unsightliness along and near our highways, and, second, to make them more attractive and enjoyable with landscaping and proper location and design.

The present field of usefulness of a general movement for roadside improvement can probably best be estimated by making a quick review of what has already been accomplished in each of the fields suggested in the four objectives above outlined, and then by trying to see what further effort along each of these lines might prove helpful and effective.

1. Thanks to the splendid work already done by Dr. J. Horace McFarland through the American Civic Association and by Mrs. W. L. Lawton through the General Federation of Women's Clubs and through the National Council for Protection of Roadside Beauty, already some 250 producers have given up billboard advertising, and billboard legislation is improving in many States. Meanwhile the National Outdoor Advertising Association has considerably improved the character of its signboards. In addition, over 800 municipalities have prohibited billboards entirely in all residence districts and somewhat controlled them in business districts.

The problem today is to induce producers generally to give up roadside advertising, to improve further the quality of advertising in business and industrial districts, and to extend the zoning prohibition of billboards to rural districts generally through county or State zoning.

2. Great results have already been secured by Mrs. Rockefeller and the Art Center in the improvement of wayside stands and road markets. It has had a noticeably active effect on filling stations. The purveyors to the stands have had a most marked effect by their insistence on neatness and attractiveness. Many States and municipalities are effectively controlling the sanitation and moral conditions of tourists' camps. Over 800 zoning ordinances are effectively controlling the location and character of all of these roadside features within their respective communities, including their complete prohibition in all residence districts.

The problem today is to extend the work already being done for the improvement of filling stations, "hot-dog" stands, roadside markets, telegraph, telephone, and lighting poles, and tourists' camps. Not only should the public be induced to demand better-looking establishments, but better-located ones, as well. In particular there is an unlimited field for the extension of zoning into rural districts through State, county and town ordinances generally, by which all of these establishments and the dumps, as well, could be very definitely controlled in their location and character.

3. Interest in roadside planting and landscaping generally has just begun to grow. Massachusetts, Connecticut, Pennsylvania, California, Delaware, Missouri, and Wisconsin are already beginning to make a feature of planting trees along State highways. A very few of the over 3,000 counties in the United States have recently undertaken county highway tree-planting. A few model stretches of highway are being developed, as the new Potomac Highway from Washington to Alexandria under the auspices of Thomas H. MacDonald and the Bureau of Public Roads. On the other hand, very little has been done as yet to feature the planting of local trees and shrubs, or the provision of walks, or, in some cases, bicycle- or riding-paths.

Expert landscaping and forestry service should be available to every State, county, and even town highway departments so that the appearance and setting of roads would assume an equal importance with their construction. The insistence on indigenous planting and the provision of walks should be universal. The encouragement of the

creation of model sections of roads, if necessary by private initiative and even by private subscription, should be generally fostered. This latter method has secured remarkable results in the work of Better Homes in America where local committees have this year created demonstration model homes in over 5,000 communities.

4. The Federal Bureau of Public Roads, various of the State Highway Departments and a few of the County Highway Departments near the largest cities are showing a marked interest in the location, design, and construction of highways so as to preserve natural beauty. There is a growing interest in the segregation of through from local traffic and of commercial from pleasure traffic, as is evidenced particularly by the work of the Westchester County Park Commission in New York, and in Detroit and in Wayne County in Michigan. The regional plans of New York, Chicago, Philadelphia, and Washington lay emphasis on these ideas.

The present problem is to extend vastly the demand that our highways should be something more than just an efficient means of getting quickly from one point to another. The surface has only been scratched of the possibilities in regional, State, and even National planning with a particular view to beauty as well as utility.

With the above list of present-day needs before us, we would offer the following as suggestions for a program of work and organizations:

1. General newspaper and magazine publicity, such as the Art Center has been conducting so successfully with regard to wayside stands.

2. Competitions of photographs and descriptions, especially "before" and "after" photographs.

3. The stimulation of local groups to create demonstration sections of improved highway similar to the demonstration model homes organized by Better Homes in America.

4. The granting of certificates of approval to satisfactory filling stations, wayside stands, farmers' markets, and tourists' camps, to be withdrawn in case the standards are not lived up to. Lists of the approved stands, stations, and camps would, of course, be available to all motorists.

5. Contacts with State and county officials to induce them to do the sort of thing that Wayne County, Michigan, and Westchester County, New York, are now doing.

6. The continuance of State surveys, such as those being made by Mr. and Mrs. W. L. Lawton, under the auspices of the American Nature Association.

7. The conduct of a special campaign to extend the practical usefulness of zoning which is now proving so effective in urban districts in controlling billboards, oil-stations, "hot-dog" stands, farmers' markets, tourists' camps, and automobile dumps, so that it will be applied generally in rural districts.

I strongly believe that such an undertaking should be directly under the control of an excellent but small board of trustees that would determine and be responsible for all policies of the movement.

I believe that there is everything to be gained by using to the utmost the good will and enthusiasm for roadside improvement which I am sure exists today in various National organizations. I believe that if the right group of National organizations can be taken in on the inside from the start of the movement, through their very extensive membership they can be of inestimable value to the work. I would, therefore, most strongly recommend that the movement should be known as being under the auspices of and with the coöperation of a selected group of National organizations. I believe that the group most clearly indicated for this purpose is the Federated Societies on Planning and Parks, which consists of the American Civic Association, the National Conference on City Planning, the American Institute of Park Executives, the American Park Society, and the National Conference on State Parks. With this there should be various coöperating organizations, such as the American Forestry Association, American Nature Association, American Society of Landscape Architects, Garden Clubs of America, General Federation of Women's Clubs, National Council for Protection of Roadside Beauty, American Association of State Highway Officials, and Better Homes in America. Most of these organizations have already shown their ability to coöperate with the Federated Societies.

On looking into the question of roadside improvement as I have had to do during the last few weeks, I have become greatly impressed with its possibilities and the fact that the time does seem to be ripe just now for an effective drive. I am convinced that, with a well-organized and concerted effort, within a few years a marked improvement throughout the whole country can be effected—an improvement that will decidedly increase not only the enjoyment but the usefulness and even safety of highways.

We predict that American roadsides will be transformed from neglected strips into linear gardens.

The Next Step in Roadside Improvement

By J. HORACE McFARLAND, Harrisburg, Pa.

THE first American Civic Annual and each successive issue of Civic Comment tell of the surprising way in which American citizens and administrators are coming to realize the extreme desirability of roadside improvement.

Perhaps the most important aspect of the situation in 1930 is that roadside improvement is recognized, not as a gesture of elegance or wealth, but as an investment which is potential for large profit to the States and counties undertaking it. The present-day transportation situation, in which nearly every family in the United States has its own ready-to-move private vehicle at command, has taken the said families north, south, east, and west, and has brought an appreciation of the value of attractive scenery.

The inquiry is therefore "pat" as to what next. The answer can hardly be other than suggestive. There are several items that particularly stick out in the perspective. The first is the continuing resentment against advertising signs. The New Jersey law, approved by Governor Larsen early in April, requires that all billboards shall be kept at least 100 feet from highways, and in no case shall a billboard be erected which prevents a clear view of intersecting highways. There are also restrictions as to objectionable character and over-large advertising signs. The necessary preliminary to control in the State of New York was accomplished when Senator Brereton's bill, proposing an amendment to the State Constitution allowing such control, was adopted April 8. Another item of progress was the approval, by Governor Roosevelt of New York, on April 7, of an amendment to the State highway law permitting counties and towns to construct sidewalks or paths along the State and county highways, the cost to be defrayed by counties and towns. This seems to be the legal beginning of some sort of protection for legs!

Federal participation through the Bureau of Public Roads continues to be active and helpful, and may lead to roadsides which reflect the flora of the districts traversed. There can be nothing but gratification that we have begun to awaken to the need for beautiful and safe modern American highways.

IN THE CITIES AND TOWNS

IN THE CITIES AND TOWNS

EDITOR'S NOTE.—Much of civic importance is transpiring in the cities and towns of the United States. Obviously it is impossible to present a detailed mosaic which would weary the reader and obscure the outstanding civic achievements. The twenty-five stories which follow are generally chosen because of some event in the recent past, such as the issuance of a plan report, the construction of specific improvements, the reaching of some goal along the rocky road to perfection. We are glad to count the making of a plan as a civic achievement. The realizations of projects in conformity to the plan are further achievements; but without the plan, such projects are apt to fall short of intelligent improvements.

In the years to come, we shall hope to tell many more inspiring stories and to describe the organizations by which the citizens have improved their communities. Cities and towns which would like to appear in the 1931 Civic Annual should accomplish during the next year some worthwhile civic improvement which will make a good story. We are seeking present-day achievements, not accounts of the dead past, except in so far as the picturesque past may explain and illuminate the projects of the present.

The Year's Trend in Planning

By FLAVEL SHURTLEFF, Secretary National Conference
on City Planning, New York City

THE past year is significant in city planning for the building of a new kind of town and the development of a new planning unit. Radburn, N. J., is as new in towns as Ford's Model A is new in motors. It is not an old town with new and improved "parts," or just another residential subdivision, but its entire plan is new, at least as applied to a complete self-contained community with a prospective population of 25,000. To separate definitely the traffic streets of this "made to order" city and the residential garden places, to provide a complete system of walks from the homes to the stores, the school, and the railroad station, and to weave parkland all through the town so that nowhere is open space for play or rest more than a few hundred feet away from one's doorstep—these, and other innovations, amount to a new conception in town-building. Radburn is not a garden city but it is the nearest approach to its English cousins of Letchworth and Welwyn that this country has yet produced.

It is too soon to rate its social or financial success, but as an adventure in planning it has already won international interest. Of the 175 one-family houses built in 1929, 142 have been sold. All of the two-family houses built to be rented are occupied.

The apartment-house group, finished in the late fall of 1929, has 92 suites ranging from two to five rooms, of which 75 are already rented. New model towns like Radburn offer a most promising method of thinning out the overcrowded cities in the New York region if increasing amounts of capital can be attracted to a limited dividend investment.

Due to the automobile and to the influence of the pioneer planning regions of New York, Chicago, Los Angeles, and Philadelphia, the county as a planning unit developed fast in 1929. Though counties have lost many of their functions to the city or the township, road-planning and road-building are still their concern, and some of the most notable park systems in the country are county-planned and -built.

Several States by statute provide that cities may take planning jurisdiction over the adjoining area outside the municipal boundaries for a distance of three to five miles. Where cities operate under this law, the city plan becomes a regional or a metropolitan plan, and where the metropolitan plan stops the county plan should begin. The unincorporated territory, just outside the city's limit, once almost "no man's land," has become the city's last chance for distinctive planning for traffic approaches, parkways, wild reservations, garden suburbs, or industrial villages. Ideally, there should be local plans for the little city, metropolitan plans for the bigger city, county plans for the rest of the county's area, and the utmost coöperation among all planning agencies.

The past year furnished evidence that planning has become a less feverish and spasmodic impulse and more a community habit, a definite part of the administrative program. Colorado and North Dakota, following the earlier example of New York and California, passed a planning law which gives a legal status to an official plan adopted by the local government, recognizes the need of a master plan as a guide in the city's development, and establishes the planning commission as considerably more than an advisory board. Under these laws, physical improvements affecting the plan of the city must have the approval of the planning commission. Improvements which, in the judgment of the planning commission, are inconsistent with the master plan, can be carried out only by a two-thirds vote of the legislative council of the municipality.

A few years ago a city plan or a report containing the recommendations of the planner was just good advice which too often met the usual fate of good advice. Now an essential part of all plan reports is a financial program for the execution of major improvements.

Appropriations for administering planning programs are increasing. Makers of budgets, particularly in the large cities, are recognizing that the administration of the plan is essentially a continuing task, especially where a master plan has been adopted and planning commissions have a definite check on the improvement program. The function of the planning commission as an educational agency is definitely recognized and financed in many cities.

Of the 70 largest cities in the United States, all of them having a population of 100,000 or over, all but 7 have official planning commissions, and about 40 have reasonably adequate appropriations ranging from \$5,000 to \$50,000 a year exclusively for administrative work. In at least 20 cities there has been a steady increase in yearly appropriations, and in several cities the appropriation for the year 1929 was double the appropriation in 1923 or 1924. As one mayor put it in addressing a newly appointed planning commission: "You have been given an appropriation of \$500 for the coming year. That is probably all that you are worth. You can have more when you are worth more."

The planners have turned to the educators for help in establishing planning as a community habit. In Chicago, "Wacker's Manual" is used in eighth-grade classes in a required course in civics. "Our City, Dallas," a text-book on community civics especially prepared to give the school children a knowledge of the Dallas City Plan, has been used for the last three years in all seventh-grade classes.

We are still a long way from the goal of a mosaic of master plans covering the entire country, administered by planning commissions with adequate appropriations, organized into State-planning federations holding conferences for exchange of experience, as is done in Massachusetts, Pennsylvania, Ohio, Indiana, Wisconsin, and California.

Denver's Civic Progress

By EDITH SAMPSON, Editor "Municipal Facts," Denver, Colo.

IN 1859, a single street on a rolling barren prairie—in 1930, one of America's most beautiful cities. So brief, so fantastic, has been the history of Denver.

Baptized in golden sunshine and built against a dramatic background, Denver's civic plan has been achieved within the past twenty years. The year 1910 found Denver in a shirt-sleeve period. Then came the outline of the civic center, the idea of the mountain parks, the conception of the chain of city parks and boulevards—the first stirrings of civic pride.

In actual progress, Denver has shown more accomplishment in the past five years than in any previous period. Let us take the Mountain Parks first—not because they are the most important, but because, being unique, they are the most distinctive feature of the Rocky Mountain metropolis. The area of these municipal Mountain Parks has been more than doubled in five years and the finest natural features retained. Denver has now under city control a hundred miles of boulevardized highways in the mountains. The land is all in the high country, and the highest scenic automobile road in the world runs through these Mountain Parks to the summit of Mount Evans. The crowning attainment was the purchase and improvement of the Park of the Red Rocks, a vast open-air museum of great antiquity, with a five-mile scenic drive, opened by the city of Denver this spring.

Nearer at home come Denver's thirty-five improved parks, each with a distinct character, well landscaped and provided with recreational facilities. Of the three golf courses under city control, the one at City Park has been improved, a new one built at Berkeley Park, and the Mountain Parks course at Evergreen developed into a real sportsman's links. Suitable club-houses have been provided by the city.

Denver has been busy improving traffic arteries and eliminating grade crossings. Three subways, eight bridges, and two viaducts have been built. The spanning of the Platte River and Cherry Creek, which divide the city, has solved many difficult problems and has brought the different parts of the city closer

together. The beautification of the banks of Cherry Creek has improved the appearance of a great residential section, and the straightening and building of the banks of the Platte River to protect the city from floods have also brought tremendous opportunities for developing new beauty.

Denver has acquired an airport, rated by the Government as "A 1." A great school system has developed, and the architectural features of new school buildings are worthy of attention. Many new buildings have been erected. New home districts have been opened. The utilities program has been extended to meet all demands. The City and County Hospital, with its fine provision for nurses' residence, is a feature of Denver's recent development. It should be recalled that fire-protection in Denver is based on building ordinances requiring brick and stone as well as upon modern fire-fighting equipment.

In the near future the civic center will be improved by a five-million-dollar City and County Building, commenced this year. It is situated at the opposite end of the east and west axis from the Capitol. The architectural design has been approved by outstanding architects who predict that, when completed, it will be one of the notable public buildings of America.

The Denver City Plan

By S. R. DE BOER, City Planning Consultant, Denver, Colo.

THE distinction of being the largest city between the Mississippi River, the California mountain range, the Gulf of Mexico, and the Canadian border has put upon Denver the problem of serving a larger territory than any other city of the Nation. This territory comprises approximately one-third of the area of the United States.

Denver is not only the trade center for a considerable part of this district, but it is the recreational center of all of this tremendous territory. It is also a Federal center, and contains more Federal offices than any other city outside of the National Capital.

The Denver City Plan is boldly featuring its location. It is based on a population estimate of three quarters of a million people by 1975. During the last forty years there has been an annual increase of 2.1 per cent.

The Denver Planning Commission has just published a report which embodies three phases of the Denver City Plan. Additional studies are being made in regard to mass transportation, regional planning, and will be concluded by a very thorough financial study. The published report includes a recommendation for major streets, park extensions, and playground provisions.

The Major Street Plan is based on the principle of easier circulation of traffic. It proposes to surround the downtown district by a broad boulevard of triple-road design. This boulevard acts as a collecting-line for radiating arteries running to all the eight points of the compass. These radiating lines are continued into the highways leading to the surrounding districts. Some of the very busy thoroughfares are paralleled by secondary traffic roads. The Plan recommends street-widening by both roadway-widening and acquisition of property. The actual number of points where widening by acquisition of property will be necessary is small. In most cases, roadway-widening will be sufficient for a long period. Four new diagonal lines are proposed for which property has to be acquired. The diagonal lines are based on the Speer Boulevard system which exists now for a length of nearly 5 miles, and it is proposed to continue it in both directions. With this system of traffic lines, a downtown business district will be enclosed by four by-pass roads. These roads in the business district are part of the circle already mentioned. They extend in eight directions in such a way that through traffic can pass by the heart of the city without interfering with the business use of the streets.

In park extension, the city plans to round off its park areas in such a way that park facilities will be available for all residential areas. In the main, land is included which has scenic value of its own, such as creek- and river-bottoms, lakes, and high bluffs. Nearly all of this land is of a character that would make it very difficult for subdivision. One of the outstanding proposals is to acquire the bottom-lands along the Platte River. The city already owns $2\frac{1}{2}$ miles of Platte River frontage on one side of the river, and eventually it is planned to acquire all of the opposite bank of the river and an additional 2 miles on the first bank.

It is proposed to open up two Creek Boulevards that will

make new connections with the Denver Mountain Park areas. The city now owns over 12,000 acres of Mountain Park lands. It is developing this with lakes, golf courses, picnic-grounds, and roads leading through the whole area. The Mount Evans Park Road is the highest scenic road in the world, leading up to an altitude of 14,259 feet. It is planned to make a distinction between business streets and boulevards. At present, approaches to the mountains have developed into business streets and will have to be widened unless the recreational through traffic can be led along these proposed scenic boulevards.

A very complete recreational plan has been prepared. It covers the city systematically with thirty-three major playground centers, most of them located on park land. Each center is surrounded by a group of three to seven small neighborhood playgrounds which are partly located on school-grounds and partly located on park-grounds. It is planned to provide a complete playground center for every district with these little local grounds as secondary units. For the carrying out of this program, the city will not have to acquire any extra land except the park-land already included in the park extension. To work out a program of this kind, every bit of park- or school-land that was properly located had to be included.

In the carrying out of these proposals of the City Planning Commission, the recommendation is made that the work be done gradually. No large bond issues are looked for, but the land and the necessary improvements will be acquired when the districts in which they are located begin to develop.

CITIES are coming to realize that their river-banks are assets and not liabilities if they hold them in public ownership and develop them for the service of the people.

The Outer Drive in Chicago

By EUGENE S. TAYLOR, Manager Chicago Plan Commission

THE Chicago lake-front is shaped like the letter C, and is 25 miles long, extending from the suburban city of Evanston on the north to the Indiana State line on the south. When the Commercial Club of Chicago sponsored the preparation of the Plan of Chicago some twenty-two years ago, less than 10 miles of this frontage had been laid out in parks. The city planners determined to be satisfied with nothing less than the whole 25-mile frontage improved as practically one park, and made their lake-front recommendations accordingly. They pointed out that to reclaim the lake-shore for park purposes presented no unsurmountable difficulties in the way of engineering or expense. The contour of the shore-line was smooth and the water shallow, while, for the greater part of the filling, city wastes could be used.

As the Plan of Chicago had recommended, so it came to pass. The park extensions have been pushed vigorously and the new park-lands are growing steadily, acre by acre. Two Park Commissions have charge of the work: the Commissioners of Lincoln Park from the Chicago River north, and the South Park Commissioners from the Chicago River south. Until 1920 there was no boulevard connecting the park and boulevard systems under the respective jurisdictions of these two Park Commissions. Here was the missing link in the city-wide system of interconnecting boulevards. For the want of a convenient route across the river from north to south, sectional distinctions had grown up, and the North Side had a feeling of separation from the South Side. In 1920, improved Michigan Avenue was opened, including the Michigan Avenue bridge over the river, and immediately the conditions which had prevailed for years were changed. The story of the effect of the Michigan Avenue improvement has been told so many times that the only reason for recalling it here is that by 1925, Michigan Avenue itself was so crowded with vehicular traffic that a demand had arisen for another boulevard link to relieve it.

This demand was no surprise to the Chicago Plan Commission. The Plan of Chicago had proposed boulevards leading

through the new park extension on the South Side, and the South Park Commissioners had already built two parallel drives in Grant Park (the downtown lake-front park), and were constructing one in Burnham Park (the new lake-front park adjoining Grant Park). The corresponding boulevard in the Lincoln Park system (Lake Shore Drive) terminates at Ohio Street, about a quarter of a mile north of the Chicago River. The Plan of Chicago proposed to connect Lake Shore Drive with the drives in Grant Park by means of a viaduct structure and bridges. The proposals in the Plan of Chicago, however, do not claim perfection of detail. Therefore, on October 22, 1926, the Chicago Plan Commission took up the study of the details of the outer drive boulevard connection.

Any connection would require that the Chicago River be crossed east of Michigan Avenue. The suggestion in the Plan of Chicago is for a bridge. The idea of a tunnel under the river was offered as a possible alternative, but when this idea was examined thoroughly, so many disadvantages were brought to light that the original proposal of a bridge prevailed.

By June, 1927, the engineering staff of the Plan Commission had matured its studies, which were submitted to the Commission as a whole on June 27, 1927. The Commission approved the second of the seven routes studied, and passed resolutions recommending that the Lincoln Park and the South Park Commissioners construct the outer drive improvement in accordance with this Plan No. 2. On April 11, 1928, the Lincoln Park Commissioners officially adopted Plan No. 2, and on May 18, 1928, the South Park Commissioners took similar action. Thus the plan which had been laid out by the Chicago Plan Commission became the official plan by which the project is now being carried out.

The outer drive connection will be 1 mile long and 140 feet wide (except for the bridges, where a width of 108 feet without parking is equivalent to 140 feet with automobile parking space allowed for). At the northern end (Lake Shore Drive and Ohio Street) the structure will rise from the normal street-level to an elevation of 33 feet at Grand Avenue; thence the high-level street will lead directly south to the Michigan Canal (a slip for shipping purposes), which will be spanned by a single-leaf movable bridge 108 feet wide and 70 feet long; thence in the

same north-and-south line to the mouth of the Chicago River, which will be spanned by a double-leaf movable bridge 108 feet wide and 220 feet long; thence west along the south bank of the Chicago River for about 900 feet; thence south to Randolph Street and down to the normal street-level to meet the outer drive in Grant Park. The Chicago River bridge will be a monumental structure, designed to make a fitting water gateway to the city. The cost of the improvement was estimated at \$10,000,000, divided equally between the two Park Boards. Each Board has submitted the proposition to the voters in its district, and the bond issues have been approved.

There was very little private property in the path of the improvement, hence the customary delays and expenses incident to the preparation and hearing of condemnation suits, where a large number of owners have to be satisfied, were avoided.

On July 25, 1929, the Lincoln Park Commissioners paid such awards for private property taken as were necessary, and entered upon and took possession of the condemned property. South of the river the only owners of private property in the path of the improvement were the Illinois Central and Michigan Central Railroads, both of which had already (according to the terms of the Lake Front-Illinois Central Ordinance of 1919), granted easements for the construction of the viaduct approach to the outer drive bridge.

On the same date (July 25, 1929), both Park Boards entered into a contract with an engineering corporation for the preparation of bidding plans and specifications for their respective portions of the outer drive improvement, which thereupon passed out of its preliminary stages into the construction stage.

No major Chicago Plan improvement has ever proceeded with the expedition with which the outer drive has, and this is the more worthy of remark when one considers the future importance of the improvement, its conspicuous location, its cost, and the various elements which had to be brought into harmony in order to achieve it. Construction work is now under way, and the completion of the whole is expected about May 1, 1932.

After thirty years the essential elements of Chicago's Plan are sound. That is why projects conforming to the Plan can be realized.

A Comprehensive Plan for Houston

By S. HERBERT HARE, Landscape Architect and City Planner,
Kansas City, Mo.

IN THE preparation of the plan and report for Houston, it was necessary to solve most of the problems common to the average fast-growing American city, and, in addition, some special problems growing out of the local social, climatic, and topographical conditions.

While the city has experienced a phenomenal growth during the past few decades, it is not a new community of the mushroom type. On the contrary, it lacks only a few years of being a century since its founding and it was the seat of government of the republic of Texas. Its growth has been due not so much to its immediate surrounding territory as to its commercial relations with the State of Texas, the United States, and foreign countries. The ample and modern port facilities and its position as the greatest railroad center of the Gulf Coast are perhaps the most important factors in its prosperity; but cotton-compressing, cotton-seed products, and petroleum refining are a few of many other activities which have contributed measurably.

Building permits of approximately \$35,000,000 per year during the past few years are indications of the rapid growth.

The population increased from 44,000 in 1900 to 78,000 in 1910 and 138,000 in 1920, with an estimate of slightly over 300,000 for 1930 and a prediction of 550,000 by 1950.

The city is located 50 miles from the open ocean and 25 miles from Trinity Bay on Buffalo Bayou, which stream has been developed below the city as the ship-channel. The average elevation of the city is almost 50 feet above sea-level, and the site is flat prairie, sharply cut in several places by bayous, which with their wooded banks form the only topographical features of interest.

The original town-site had small blocks and wide streets. Now, the central business district occupies this area, and is, perhaps, one of the most satisfactory business sections in the country. Unfortunately, some later subdivisions adjacent to the original town plat were planned in an unrelated way, with narrow and disconnected streets. Radical street-widening and opening will be necessary to provide traffic outlets in several

directions. A thoroughfare, 120 feet wide most of its way, was recommended on the major street plan, connecting the business and wholesale district with the port, and this important project has been completed.

Lack of topographical barriers allowed the railroads to spread promiscuously over the city. Grade separations are difficult because of the flat topography and drainage problems, and some sections of the city have suffered by reason of the isolation caused by the railroads. The major street plan provides for a reasonable number of grade separations in order to give convenient outlets in all directions and promote a symmetrical growth of the city. Elimination of one railroad line is recommended.

In Houston, as in other cities, there is a constantly decreasing per capita use of the public transit facilities. The street-car system is circuitous and unsatisfactory in some sections but the more direct lines show good patronage. Busses are being used to amplify the street-car service, and climatic conditions are ideal for this mode of transportation. Re-routing of some car and bus lines, and provision for cross-town connections are recommended.

Aviation fields can be developed in any direction from the city as the topography is ideal. Any tract of land free of timber and having surface drainage can be used for this purpose. Several large, privately owned airports have been established.

Administrative public buildings in Houston are inadequate and antiquated. The city plan includes an administrative or civic center at the entrance to one of the bayou parkways, providing space for new public buildings in relation to a fine public library recently completed. The location is adjacent to the business center, in the general trend of growth but not directly in the line of growth. Much of the land has been acquired with the funds from a bond issue of \$1,400,000 passed for this purpose.

The city plan includes recommendations for a comprehensive and well-balanced system of recreation areas. Besides squares, playgrounds, and neighborhood parks, a connected parkway system is provided to preserve for the public much of the fine natural scenery along the various bayous. From a park area of 170 acres in 1910, the system has been expanded to more than 2,600 acres, of which about 1,900 acres has been acquired

since 1923, in accordance with the comprehensive study. This area includes Memorial Park, a fine wooded tract of 1,503 acres adjoining Buffalo Bayou for a distance of nearly 2 miles, also other lands along the bayous, some neighborhood parks in various parts of the city, and an addition of about 150 acres to Hermann Park, the other large park of the city.

Like all fast-growing cities, Houston has had difficulty in meeting the increasing demand for school facilities. Bond issues totaling \$11,000,000 in recent years have been expended in accordance with a thorough study by the School Board.

A zoning ordinance, with maps, was included in the report in order to take advantage of the zoning enabling act recently passed in Texas. As zoning is new in this State and looked on with some suspicion, a campaign of education will probably be necessary before the ordinance can be put into effect.

Under the Texas laws, the City Planning Commission has the approval of subdivision plats, not only within the city but within 5 miles of the corporate limits. This control has been of great benefit and is exercised under rules for platting prepared for the Commission.

About 75 per cent of the people of Houston live in detached one-family houses, and the percentage of home ownership is high. Apartments are not increasing in popularity fast, probably on account of the climate, but duplexes are in favor. A great many of the detached houses are modest cottages, but the city has several extensive and highly restricted residential sections in which there are expensive houses of unusual architectural merit. The fairly high percentage of Negroes requires special consideration in housing. These Negroes are grouped mostly in three areas, and the probable expansion of these areas, together with recreation and other facilities, is shown on the city plan.

Regional problems, particularly highways and park reservations, are discussed briefly.

The report and plans were prepared over a period of several years, under an arrangement that permitted diverting the attention of the consultants and the office staff to pressing problems as they came up, and it is particularly interesting to note that some of the most important projects were either initiated or completed during the preparation of the report.

Plan for White Plains

By ERNEST P. GOODRICH and ROBERT WHITTEN, City Planning Consultants, New York City

AS THE basis for planning, accurate maps of the city were prepared by Brock & Weymouth, Inc., of Philadelphia. These maps were prepared at a scale of 400 feet to the inch. They included a controlled mosaic or airplane map, and also a topographical map showing contours at 5-foot intervals. This detailed and accurate mapping greatly facilitated many planning problems, and especially the planning of the unbuilt areas. The topographic map was essential in determining the best location for proposed major traffic routes and in preparing the typical subdivision layouts. The topographic map, together with the airplane map, simplified the zoning survey and the location of proposed park and parkway areas.

The plan is based on a fifty-year period. A feature of the plan is the careful estimate of the future distribution of population. A map was prepared showing as accurately as possible the distribution of population in 1900, 1910, 1920, and 1925. Comparisons between these four distributions by means of factors which measure the density in annular rings made it possible to determine the trends so that the distribution could be plotted for the year 1975.

The population of White Plains in 1925 was 27,428, and the estimated population fifty years later, in 1975, is 73,000. On the basis of this estimated population and its distribution, the requirements of the city as a whole and of its various parts for schools, parks, and playgrounds were determined.

Careful traffic studies were made and flow-maps prepared showing the present traffic-flow and the traffic-flow in 1977, assuming the use of existing streets only. This map was used to determine the widenings and other improvements that would have to be made in order to take care of the estimated 1977 traffic. The thoroughfare plan includes eighteen major highway widenings and extensions. These proposed improvements are intended to extend over a period of at least forty years, and are estimated to cost a total of over \$17,000,000.

The plan recommends the provision of play-space for children of pre-school age in each city block in the congested areas.

For children of intermediate school age, the plan proposes playgrounds in connection with all proposed school-sites. For children of junior- and high-school age, athletic fields are proposed closely adjacent to high-school sites. The recommendations shown on the plan provide athletic fields adequate for an estimated city population of 73,000.

The report contains a series of suggestions and regulations for the use of land-developers in preparing subdivision plans for the approval of the City Planning Board.

A complete revision of the Zoning Ordinance of 1920 was prepared. The former ordinance had no zone in which the construction of apartment houses was specifically prohibited. The revised ordinance limits large areas solely to one- and two-family houses.

The report includes a study of school requirements and locations, and an estimate of the dates when extensions and new buildings will be required. The development of an attractive grouping of semi-public buildings around the present City Hall is recommended.

A financial plan or capital budget was prepared, covering a period of fifty years. This financial plan includes, so far as may now be anticipated, the requirements of the city for capital purposes, both for the carrying out of the plan itself and for all other city needs. The financial plan includes capital expenditures amounting over the fifty-year period to a total of \$45,000,000. As stated by Frederick C. McLaughlin in his foreword to the report:

The sole purposes of the master budget contained in the Plan are (1) to indicate with reasonable probability that \$45,000,000 may be spent in public improvements over the fifty-year period as outlined in the Plan without endangering the credit of the City or producing an excessive tax rate; (2) to establish a basis and guide for the adoption of an annual capital budget which shall control annual capital expenditures. The master budget will change as the Plan is modified, and also must be adjusted from time to time to the actual financial condition of the City as it develops.

The plan is official in the sense that it has been approved by a vote of the City Council. It is not official in the sense that it binds the city to any of the improvements therein contained or attempts any legal control over the action of future Common Council.

Louisville Major Street Plan

By H. W. ALEXANDER, Resident Engineer for Bartholomew & Associates

LOUISVILLE had its inception at the Falls of the Ohio. George Rogers Clark and his associates laid out the first streets near and parallel to the river-front, and these streets formed the nucleus from which the city has spread during the ensuing century and a half.

The present city lies partially within a broad bend of the Ohio whose flood-plain has established a wide expanse of comparatively flat terrain over which the city's streets have been laid down in the typical checkerboard pattern so characteristic of American communities. To the east of this plain, however, the topography becomes rugged and the regularity of the street pattern is broken because of the necessity of following water-courses and the difficulty of crossing the ridges.

The central and oldest part of the city is in the shape of a square, with sides about 2 miles long, and the streets within this area are uniformly laid out at right angles to one another. From this area extend a number of diagonal routes to the east, southeast, south, and southwest. A recently completed bridge over the Ohio provides access to the heart of the business district from the north, but no means exist to reach the city directly from the west.

In Louisville the problem of traffic circulation is intimately associated with that of railroad grade-crossing separations. This central area is circumscribed by a belt of railroads which, with but one exception, are crossed at grade by all streets leading to the business district. The urgent need for the removal of these hazardous barriers has long been recognized, and recently a sum of \$5,000,000 was voted for the city's share of the cost of eliminating a number of the crossings. The entire grade-separation program has been correlated with the Major Street Plan.

The main problems which the Major Street Plan endeavors to solve may be broadly grouped in two classes, namely: those concerned with the improvement of entries to the central district and those concerned with providing and improving means for cross-town communication.

Louisville is fortunate in having a number of well-located diagonal thoroughfares. These routes are generally direct, continuous, and free from excessive grades. In practically all instances the diagonals have been in existence for many years, and, in the early stages of the city's development, were country roads or pikes reaching out toward neighboring communities, such as Shelbyville, Lexington, and Bardstown. The prevailing width of these thoroughfares is 60 feet, obviously insufficient, especially when occupied by double-track street-car lines. The Major Street Plan proposes to widen the streets or to provide alternate routes to divert traffic from the overcrowded radials. Eventual widths capable of accommodating eight and ten lines of traffic are suggested. Two city planning bills are now being considered by the Kentucky Legislature. One of these relates particularly to Major Street widenings and provides an equitable method for condemning the necessary property and assessing the cost of the improvement against a benefited area. The other bill is a City Planning Enabling Act based on the Standard or Hoover Act, and follows the New York law on the establishment of future street lines. If favorable action is obtained on these bills, the city will be able to initiate and carry out a comprehensive and much-needed program as a part of the comprehensive City Plan.

From the east the radial streets encounter barriers in the shape of rugged topography and railroads, and their continuity is seriously disturbed at the edge of the central district. This condition can be corrected only by the expensive and difficult process of breaking through new connecting streets. A number of these connections are proposed in the plan and supplement the contemplated widenings.

The construction of the new municipal bridge has created a serious traffic condition at its approach. This bridge is a magnificent structure costing in the neighborhood of \$5,000,000. Its roadway accommodates four lines of traffic, two in each direction. The street leading to the bridge-head is but 60 feet in width, carries a double-track trolley line, and is not directly connected to any thoroughfare adapted to use by through traffic. The Major Street Plan recommends that the present capacity of the street be doubled by widening to 100 feet, and that a direct connection be made just beyond the business

district to a nearly parallel street which is a continuous, wide thoroughfare running north and south through the entire length of the city. This improvement is the most ambitious recommendation of the Plan.

In shape, Louisville may be compared to an airplane, the wings extending to the west and east and the tail to the south. The position of the business center corresponds to that of the motor in the plane. Direct communication between the southern portion and the east and west sections is entirely lacking. Also, facilities for intercommunication within the three districts themselves are inadequate. The Major Street Plan proposes to meet these deficiencies by establishing entirely new routes, by building short connections to existing routes, and by street-widening and eliminations of jogs and offsets. This group of improvements constitutes the recommended solution of the second general street-planning problem.

The Major Street Plan is supplemented by a Regional Highway Plan extending 3 miles beyond the present city boundaries. For the past twenty years, Louisville has enjoyed subdivision control within the city and for 3 miles beyond, but in the absence of a definite plan the control has not been very effective. It is hoped that much of the Regional Plan can be evolved at no cost to the city by requiring sub-dividers to lay out their property in conformity with the locations and widths of the proposed streets. So far, the developers have displayed a willingness to coöperate fully with the Planning Commission.

The Regional Highway Plan has been designed to inter-connect all existing and future subcenters within the area covered. It provides for the eventual widening of all diagonal thoroughfares leading to the city, and proposes certain circumferential routes to enable through traffic to be diverted around the city. It is hoped that at a later date the plan may be extended over the entire county through creation of a County Planning Commission that will work in close coöperation with the City Planning Commission.

*Street systems unrelated to land-uses
produce unnecessary traffic problems.*

The New Bayonne Water-Front

By HAROLD M. LEWIS, Civil Engineer, New York City

THE city of Bayonne proposes to reclaim its Newark Bay frontage for park and residential purposes, in accordance with plans presented by its City Plan Commission in June, 1929. An industrial city of about 100,000 population, Bayonne is near the geographical center of the Port of New York, on a peninsula extending between Upper New York Bay and Newark Bay, isolated from other land areas and peculiarly inaccessible. The great bridge being constructed as a highway link from Bayonne over the Kill van Kull to Staten Island, will establish connection by two other high-level bridges with the mainland of New Jersey.

The City Plan Commission, created in 1928, has made a study of its Newark Bay water-front. The east shore of Bayonne, fronting on the deep waters of New York Upper Bay, but with large, shallow unclaimed areas within the established bulkhead and pierhead lines, and bordered by a railroad belt-line, is obviously destined for future industrial and commercial development. The west water-front, with its higher shores overlooking Newark Bay, gives Bayonne its only opportunity for an expansion of residential and recreational facilities. Already there are a county water-front park of about 100 acres and two smaller city parks.

The State Highway Department is obligated to build a State highway through Bayonne, connecting the bridge over the Kill van Kull with the Holland Tunnel, the Hudson River Bridge between Fort Lee and Manhattan, and the main highway routes in metropolitan New Jersey. Bayonne now has only three highways connecting it with Jersey City to the north, and only one of these is well paved. The completion of the Kill van Kull bridge will present a difficult through-traffic problem to the State of New Jersey and the city of Bayonne.

Application was made early in 1929 to the U. S. Harbor Line Board for an extension of the Newark Bay bulkhead line 600 feet into the Bay, or within 200 feet of the established pierhead line. The State Highway Department was urged to locate its highway on land now under water near the proposed new

bulkhead line. The report of the City Plan Commission proposed that the major part of the water-front areas be set aside for water-front parks 600 feet in width, leaving a small section opposite the main business area for such commercial uses as the landing of building and construction materials by barges.

The areas between the proposed new water-front parks and the present shore-line, averaging about 700 feet in width, were set aside for residence. High-grade garden apartments, developed in block units with the end facing the park and Bay left open to provide unobstructed views from all parts of the area, were proposed. At the southerly end of the city an airplane base and a yacht harbor for small boats was included as part of the park plan. The State highway route was laid out along the edges of the proposed water-front parks, with a viaduct across the industrial section. Immediate reclamation of all areas inside of the proposed highway route, as a joint development by the State Highway Department, the city of Bayonne, and the private owners of the areas proposed for residence, was suggested.

In December, 1929, the War Department approved the extension of the bulkhead line and consolidated the pierhead line with it. The State Board of Commerce and Navigation then offered the city and property owners a wholesale rate for acquiring all ungranted lands under water. Owners in back of the proposed park areas have agreed to an arrangement whereby the city might take title to those areas at a fair price, and at a hearing before the State Highway Department, on March 3, final plans were presented and the Highway Department was unanimously urged to establish its route in the proposed location.

The proposed plan would add to the city of Bayonne almost 400 acres of land-area and would make possible the development of water-front parks and boulevards unrivaled in the New York area. The proposed type of high-class apartments would not only provide for the normal future growth of Bayonne, but should offer an attractive place of residence for those now living in the congested areas who would welcome special advantages of open spaces and recreation facilities such as these sites would offer.

The improved Bayonne water-front will be a definite asset to the city.

A New Plan for an Old Town— New Rochelle

By GEORGE B. FORD, City Planning Consultant, New York City

IN 1688, a little group of Huguenots founded a settlement in Westchester County, New York, on the shores of Long Island Sound, where they hoped to enjoy peace, quiet, and freedom from religious persecution. Their love for their old home town—Rochelle, in France,—inspired them to name their new home New Rochelle.

Little did these early settlers dream that by now their little hamlet would have grown to a crowded, bustling city of over 50,000 people. In those pioneer days they were less concerned with visualizing there a future city and planning for it than with eking out an existence and saving their scalps from the Indians. So, naturally, they huddled together—well away from the hazards of the shore-front—for companionship and mutual protection. They saw no need for wide, straight roads, nor for setting aside public open spaces.

The successors of these pioneers, for many generations, seemed to feel pretty much the same about these matters as their ancestors did. As a result, today the older parts of New Rochelle are greatly congested—the streets there are very narrow, the blocks and lots small, and there are practically no public breathing-spaces. Several of its very few thoroughfares are intolerably crowded. In its main business districts—especially on non-work days—when the Boston Post Road and other highways add tens of thousands of automobiles to the street-load, the traffic congestion is deplorable.

As everyone knows, the development and growth of Westchester County in recent years has been phenomenal. The growth of New Rochelle has been equally rapid, its population increasing from 14,000 in 1900 to about 53,000 in 1930; by 1950 it will be about 90,000.

The progressive spirits of New Rochelle, realizing that drastic steps must be taken to prepare for this growth and to overcome past omissions or deficiencies, secured the appointment, in 1928, of a City Planning Board which was authorized to prepare a comprehensive city plan and a new zoning ordinance.

The Planning Board retained the services of the Technical Advisory Corporation of New York, in April, 1928, to assist and advise in their undertaking, and intensive studies were immediately started.

It was found that the errors and omissions of the past were reasonably correctable under conditions which would not impose serious expense burdens on the taxpayers.

Since December, 1929, New Rochelle has had a comprehensive City Plan under which past deficiencies will be supplied and its future needs, in the way of public necessities and improvements, are anticipated and provided for—on a programmed and budgeted basis—up to at least 1950.

Already, an official map, a new zoning ordinance, and platting regulations have been adopted; and many of the important planned projects have been actually started—some completed.

The officials and the progressive citizens of New Rochelle are strongly backing the Planning Board, and there is every reason to believe that, with the encouraging start which has been made, it will not be long before the renaissance of New Rochelle will be evident to everyone.

Notwithstanding some of its deficiencies, New Rochelle has always been a beautiful city. The carrying out of the New Rochelle Plan will make it an ideal city in which to live.

The report on the New Rochelle Plan is brief, clear, and concise, but its results will be comprehensive and far-reaching.

A Village Plan for a Michigan Town

By ARTHUR C. COMEY, Consulting City Planner, Cambridge, Mass.

BIRMINGHAM is an integral part of the Detroit-Pontiac region, with a population but a tenth of that which it is likely to have within a few decades, if this region continues to prosper. No planning can prevent this growth. Can it direct it so that it will not destroy the present attractiveness of the village?

With almost all of the area already platted, most of it in rectangular fashion, Birmingham's new plan turns to those topographic features which may give it a distinctive character. The valley of the small River Rouge, in places 60 feet deep, is

the site of a connected series of parks affording a beautiful "front yard" for the village. Elsewhere, on flat land, another series of woodlands is proposed to be connected by parkways almost entirely separating the future village, somewhat enlarged in area, from neighboring municipalities, which otherwise threaten to fill up the entire countryside with urban building unrelieved by any permanent open spaces. In this belt are included several private golf courses which might otherwise soon be sold under the pressure of advancing values. To preserve them in attractive and effective use until such time as they are needed for public parks, the remission of taxes or the taking of an easement against erection of buildings is suggested.

The report sounds a warning that, while new plats may be effectively controlled, and superhighways and other main thoroughfares in these may be secured by dedication without expense, the remedying of old mistakes will continue to be difficult unless a new State law is enacted to protect the beds of mapped streets from being built upon, with subsequent damage awards when the streets are taken for opening.

For securing legislation, as well as for many other aspects of the plan, regional planning is vital, yet Birmingham must at the same time advance its own plan, to be sure that the regional plan by outside authorities does not run counter to certain local needs. An extreme case of this possible conflict is Southfield Superhighway, a great 204-foot by-pass route on the west side of Detroit, which stops short a half-mile south of Woodward Superhighway and the center of the village. Instead of driving this traffic artery straight through as previously planned, by segregating commercial travel on existing streets somewhat widened and leading passenger cars through the local park system, the evil effects of this "gun" pointed at the village may be dissipated and a most attractive impression of Birmingham may be given to those entering it.

East and west the natural location for another superhighway intersects the village center. Here, owing to modern buildings which crowd both sides of the old 66-foot street, a crook in the road is availed of in planning a new wide route two blocks to the south, with an overpass where the superhighways intersect. The taking of certain school-lands needed for this widening is made the basis for compensating takings on their other side,

thus joining the four blocks of Birmingham's new civic center with the river valley park. As these improvements avoid the highest valued land, they are relatively inexpensive, and should also create higher real values along their route.

With the 204-foot superhighways spaced 3 to 4 miles apart, the plan calls for 120-foot thoroughfares at approximately 1-mile intervals and an 86-foot highway between each of these, except where it is anticipated that very large lots will keep the load on the land low. It is urged that Woodward Superhighway, which had already been planned by State authorities to be detoured slightly past the village business center along the Grand Trunk Railway right-of-way, should be planted with trees so as to relieve the present ugly perspective views of utilitarian poles and wires above and concrete beneath.

A joint airport, to be operated by several municipalities, is suggested to be located in the outer separating belt of open spaces, so as to be sufficiently removed from the principal residential districts to minimize the nuisance of noise seemingly inseparable from airplane operation.

The location of playgrounds, schools, and other public buildings is indicated in a general way, as the precise sites are better left for determination when the area is actually to be purchased at once. The high character of private property, both along the main business streets and in residential areas, is to be encouraged, not only by a zoning scheme but also by some form of municipal or quasi-public architectural control, to the end that Birmingham may retain and further develop distinctive character as a suburban and not as an intensive urban community. In these many ways the village plan may be made to serve its permanent interests.

THERE are in the United States a large number of old towns which are now within metropolitan areas and which are being overtaken by the outward push of the city's suburban population. Town-planning must command unusual wisdom and vision to preserve the best of the old and add the best of the new.

Reconnaissance Survey for Sharon, Mass.

By JOHN NOLEN, City and Regional Planner, Cambridge, Mass.

THREE is much to be said for the small town as a planning project, and for the "reconnaissance survey" as a method of getting started. Ralph Adams Cram said recently, "The only salvation for society is to be found in the restoration, in all things, of small human units, the testing of all things by value not bulk." And an even more striking expression of the philosophy of small things is that from William James, who said, "As for me, my bed is made. I am against bigness and greatness in all their forms, and with the visible molecular moral forces that work from individual to individual, stealing in through the crannies of the world like so many soft rootlets, or like the capillary oozing of water, and yet rending the hardest monuments of man's pride, if you give them time."

There are in the United States less than 75 cities of 100,000 population or more, but there are more than a thousand places of 2,500 to 50,000, and an even greater number of less population.

The purpose of the Reconnaissance Survey of Sharon, Mass., a place of 2,500 population, was to give the town a constructive diagnosis of the existing conditions—the physical features, the dominant social characteristics, and the trend of the town—bringing forward a program for community action based on modern town-planning methods which would result in an organized and orderly future growth. The subjects given special attention in the Survey were: Thoroughfares; The Town Center; The Town Hall; Parks and Parkways; Recreation; Educational Facilities; and The Approaches to Sharon.

The main thoroughfares of Sharon follow the lines of the old main roads through the town, an outgrowth of an early layout of roads connecting the various towns in the vicinity. The result of the Survey was to present recommendations for a comprehensive study of the thoroughfare system, bringing out new locations for a north and south artery, and east and west arteries, in their relation to the various problems of a regional character. This regional study made evident the relation of Sharon to Greater Boston, and the need for a more direct thoroughfare connection to Boston through the Neponset River

valley. As a part of the recommendations for street improvements, mention was made especially of the need for a platting guide which should be furnished to real estate developers, each new subdivision to be submitted for approval, so that it could be made to conform to the proposed future town plan.

The Reconnaissance Survey brought out the fact that Sharon needs a Common—the kind of Common that is typical of so many New England towns. If Sharon is to fulfil its purpose as one of the most attractive residential sections in the vicinity of Boston, it should express openness of development in the grouping of buildings around a Common. The Town Common at Weston, Mass., recently created, and following in spirit this precedent of early town planning in New England, is a good illustration.

Sharon is essentially a residential community, and it has many natural advantages to make it particularly well fitted for the purpose. The average elevation of the town is higher than in any town within 20 miles radius of Boston. The wooded hills rising at the end of the Neponset River valley are worthy of interest for park reservations. The Sharon hills would make a fitting terminating feature for a great southern parkway system along the Neponset River valley, tying in with the park system of the present Metropolitan District. This parkway connection, however, may not be accomplished until some remote day. The Survey pointed out that the citizens of Sharon should not overlook their strategic position in the possible future metropolitan expansion in their direction. In making plans for Sharon, these great natural features which are so suitable for public reservations of a regional character should be protected.

The Survey recommended that Massapoag Brook valley should have special study, with a view toward establishing streets running parallel to it, and setting aside areas for recreation. Massapoag Lake is one of Sharon's most valuable assets, ranking as one of Massachusetts' great ponds. Another recreation opportunity developed by the Survey was that of a Town Forest—the setting aside of a large acreage of land already well wooded and unsuitable for building purposes.

The haphazard development in the rapidly expanding highways throughout the country presents a problem in itself which demands immediate attention before these highways are com-

pletely built up with gasoline filling stations, wayside stands, and similar commercial enterprises. More adequate protection from billboards is also essential. "Save the Countryside," "Civilize the Highway"—these are timely slogans. The Survey recommended that there should be a marked individuality in the treatment of the highway approaches to Sharon, so that one would immediately be aware of arriving in a place of distinction.

The program of procedure which the Reconnaissance Survey recommended for Sharon included the following points:

1. Establishment of a planning board on a firm basis.
2. The appropriation of adequate funds for proper functioning of such a body.
3. Preparation of a comprehensive town plan, including zone plan and ordinance.
4. Publicity campaign to gain popular favor for town betterment.
5. Form of special citizens' committees to take up the various improvements suggested in the report: Parks and playgrounds; planting of highway approaches and parks and open spaces; railroad station; Massapoag Lake; Massapoag Brook valley; Town Center; Town Common.
6. Have plans made for projects which can be carried out by the town or by private subscription.
7. Retain a town planner for planning work and for consulting services to follow up town development.

One of the interesting and encouraging things to note about this Reconnaissance Survey of Sharon, which was accompanied by a diagrammatic map and photographic illustrations, is that the total cost was only \$250.

Leigh Hanes, the poet, has written this of "The Small Town":

Anything can happen
When the silver crown
Of the Moon is laid
On a small town;

Oh, anything can happen
Anything at all;
The Moon drop her ring
Or a star fall.

Santa Barbara Water-Front Improvements

By L. DEMING TILTON, Director County Planning,
Santa Barbara, Calif.

IN CALIFORNIA, many are deeply concerned at the small proportion of water-front that is being reserved for the use of the ever-increasing population of the State. The coastal cities, to which the great Pacific is an incomparable asset, have been very slow to acquire shore parks of adequate size and public recreation beaches in scale with immediate demands.

Santa Barbara, however, has acted wisely, and today controls practically the entire usable water-front of the city. It has undertaken to improve the public areas along the shore, so that citizens and visitors may have the fullest use and enjoyment of the views and the delightful waters of the protected Santa Barbara Channel.

A broad, new boulevard, named after the Spanish explorer, Cabrillo (whose last resting-place is one of the islands forming the Santa Barbara Channel), has been constructed along the shore in front of the main part of the city. All the land between this modern motor highway and the sea, with the exception of one small bit, was acquired by gift and purchase in accordance with a well-planned scheme of water-front development. The single parcel not yet publicly owned has been purchased by a group of interested citizens, from a lumber company, in order to do away with unsightly lumber-yards, and is being held by them until the city can take it over, at cost plus carrying charges. The lands are now being cleared.

Visitors find the shore boulevard directly connected with the principal highway entry to the city. Attractive carved wood signs mark the point where light traffic is diverted along the water-front and trucks are sent into the city by another route.

At this eastern end of the new drive, which is at the entrance of the city, is a quiet, fresh-water lagoon which has been created and made a refuge for water-fowl, transformed from a neglected salt pond and marsh, known in the romantic past of the city by the Spanish name, "El Estero." It was purchased, many years ago, by a group of citizens and presented to the city. Recently, Andre Clark has supplied the funds for dredging and improving this area, covering about 43 acres. Something like

125,000 cubic yards of earth were removed from the bottom of the ancient marsh to create deeper water and a group of small islands, at an expense of over \$50,000. The city has dug a well and installed a pump to supply fresh water to this lake, and the water-fowl have already indicated their appreciation. A large parking-space has been provided on the east side of the lake, and bridle-paths and walks will be laid out as soon as the planting is established, but according to the terms of the Clark gift, no water-craft will be allowed on the lagoon.

The new water-front drive runs nearly parallel to the shore for a distance of about 3 miles. Between the drive and the beach, a handsome and well-equipped bath-house, with restaurant and dance-floor, was erected and given to the city by the late David Gray. It has been called Cabrillo Pavilion. Generous parking areas are also provided on both sides of this structure, between the boulevard and the beach, so that bathers arriving in motors will not be obliged to cross traffic streams to get to the beach. All the parking areas are depressed somewhat below the level of the boulevard, so that vistas will not be obstructed by the mass of parked cars.

On the beach side of the bath-house, a colonnade and balcony have been provided to shelter those who wish to sit and enjoy the views of the beach from a sheltered position. Swings, slides, and other play equipment have been installed on the beach nearby, and a large wading-pool and shelter have been constructed in memory of Frederick Forrest Peabody.

Nearing the business section, the boulevard runs through a district long devoted to industries. Enough land was taken at the time the boulevard was created to permit a thick screen planting to be established along unsightly industrial property. The Southern Pacific Railroad maintains a round-house within a few feet of the boulevard, but through the efforts of the Community Arts Association, this round-house was re-designed in the style of a Spanish building, so that it conforms to the dominant architectural note of the city. On gala days, with pennants flying from a circle of flagstaffs around the parapet, it is a pleasing feature of the water-front picture.

The planting along both sides of the boulevard has been designed with proper regard for the conditions under which the plants are expected to grow. Areas on the land side have been

planted thickly with drought-resistant shrubs and trees. Many of these plants have come from Australia and New Zealand, and thrive here in spite of salt spray and sandy soil. At one point between the boulevard and the water's edge, where a group of dwellings was removed in the course of the improvement, a few palms were left standing, and others added to form a pleasing group around what is now a popular picnic spot. At the other end of the boulevard there is a long row of tall old palms.

At the western end of the water-front is a bath-house and plunge which for many years stood as the terminus of a short water-front promenade and drive. The city has recently acquired this, together with a baseball park, thus rounding out the public ownership of open spaces in this section.

Largely through the generosity of Major Max C. Fleischmann, Santa Barbara today has a yacht harbor providing safe anchorage for dozens of pleasure craft. A breakwater, some 1,800 feet long, has been built at a cost of \$750,000, of which Mr. Fleischmann contributed about two-thirds. This breakwater was constructed of stone brought from Santa Cruz Island, 25 miles off shore. It is built in water which in some places is 40 feet deep, is 150 feet wide at the bottom, and 18 feet wide on the top. A lighted promenade is being built on the top to afford visitors a view of the hills and mountains to the north and east, which form such a magnificent background for Santa Barbara. The commercial pier has also been purchased by a group of public-spirited men, and improved, an attractive yacht club having been built thereon, conveniently close to the protected acreage.

The construction of this breakwater and yacht harbor has provided Santa Barbara with an unexpected addition to its recreation acreage. The deflection of normal ocean currents has brought about an accumulation of sand and an extension of the beach area by some 7 acres, which has become an extremely popular section of the beach playground. This new area of clean sand is protected from the lashing swells of the sea by the breakwater, and immediately adjoins the Plaza, containing the band-stand, where free concerts are to be heard several times a week during the summer months by a band maintained by Major Fleischmann.



New Santa Barbara Water-front Plan

Photograph by Fairchild Aerial Surveys, Inc. Courtesy Community Arts Association

Outlying Shopping Centers

By J. C. NICHOLS, Kansas City, Mo.

IN THE past ten years we have developed eight residential shopping centers in the Country Club District. Many lessons have been learned. In these centers we control a large part of the land involved, and in the tracts sold have been able to impose certain restrictions as to architectural design and use of buildings. We have also handled practically all the leasing of space in buildings erected in these centers, enabling us to control the type of businesses and bring about a proper grouping of related shops. On land in or near these centers not controlled by us, we have been fairly successful by persuasion and example in securing coöperation from other owners.

It is our conviction that any street in an outlying business center should be not less than 100 feet wide, with a paving width of at least 60 feet on minor business streets and not less than 72 feet on major traffic streets passing through the business areas. This makes possible diagonal parking of cars at the curb and the free movement of three lines of traffic between the rears of the two lines of parked cars. Our experience indicates fewer accidents in diagonal than in parallel parking.

Provision for interior loading and unloading courts in the center of business blocks relieves the front streets from delivery use. Where loading courts have not been practical, we have given special treatment to alleyways in order to keep the front streets free from the litter, disorder, and misuses, as well as dangers to pedestrians, resulting from the handling of freight upon them.

The percentage of ground devoted to street area has proved to be of great importance. In one of our developments, Country Club Plaza, we are dedicating approximately 50 per cent of our land for street purposes. Shorter blocks, we find, make quicker movement of trade possible from one part of the center to another and give greater percentage of curb area for parking. Isles of safety, 5 by 9 feet in size, have been installed at important street intersections.

The breaking up of an outlying business development into small blocks permits a more harmonious grouping of shops with

an individual and local interest for the different blocks that contributes trade-pulling power. In the beginning we thought it advisable to by-pass through traffic as much as possible, leaving our streets available for the cars of the patrons of the business centers. Experience has not justified this belief. It is extremely difficult for many types of shops to prosper if they do not face a main thoroughfare.

It is our practice to limit severely the height of buildings. At the present time we have established a maximum height of two stories, and really favor one-story structures even though they do not present the dignified and commanding appearance architecturally of taller buildings. Our experience has shown that our income on one-story shops is much better than from two-story buildings. Most of the enterprises having large office organizations prefer an upper floor on account of light, air, and sunshine, leaving the lower floors available for retail or semi-retail institutions, but we find it difficult for merchants to pull trade to the second floor even in a well-established center.

We question the desirability of tall office buildings in an outlying business center. Believing that the disadvantages would far outweigh the advantages, we refused to permit a ten-story office building in one of our business communities. The loss of light, air, and sunshine is a certain result of the tall structure. We are seeking to avoid the disorderly skyline that would be the result of contrasting building heights, and, above all, we are seeking to avoid the all-day parking resulting from intensive occupation of such a building, which would immediately cause traffic congestion, taking away one of the main advantages obtainable in a well-planned center. A careful count in one of our shopping centers shows that the average patron's parking-time is twenty minutes. Assuming that the car of an office employee would be parked for a day, in eight hours it would prevent an average of twenty-four possible patrons from being accommodated.

We have demonstrated that the massing of trade in closely associated blocks, tending to radiate from a common center, is better than the string-street type of retail development in which stores extend for a long distance on both sides of one street. It is much easier for a merchant to draw trade from customers visiting other stores in an area where streets are laid out on the

grid system or as noted above than it is to attract customers visiting a store a half-mile farther down the same street. From the civic point of view there is far less injury to surrounding properties when blocks devoted to business use are compactly massed together than when they are arranged in extended order.

Reference has been made to the grouping of shops which are naturally related. A hardware store is not a congenial neighbor for a jeweler's shop; a garage doesn't belong next to a high-type restaurant or a shop dealing in gowns. Whenever possible we group women's and children's shops; those handling heavy merchandise are placed in a group; personal service shops are concentrated.

In our major shopping center we have developed two free public motor parks, expending \$26,000 in beautification alone. They are sub-drained, paved, lighted from underground conduits, and surrounded by low stucco walls with decorative treatment to make them harmonize with the neighboring buildings of Spanish design. Within the stations, which together accommodate 500 cars, the area in the corners not usable for parking has been planted and ornamented by garden art objects. The desire of every patron to park at the curb if possible has made these parking stations auxiliary to the curbs thus far, but the tendency to use the park is growing. One of the main advantages is that we are able to compel our tenants and their employees to park in them. This is required in every tenant's lease. Violation constitutes ground for the cancellation of the lease.

In the building of shopping centers, reasonable regulation of the placing of billboards, dangerous and unsightly overhanging signs, elimination of screaming advertising cards, hideous combinations of color, and other disfigurements, should be carefully considered. We reserve the right to control all these features or activities in the interest of the good appearance and good order of our centers.

Streets and sidewalk spaces are kept free of unnecessary obstructions; popcorn-stands, signboards, news-stands, and other activities that mar the walks are prohibited, thus permitting pedestrian traffic to move more easily.

In each of our shopping centers all buildings adhere to a single architectural type, one group having harmonizing Colonial

shops, another Spanish, another English, another French. The pictorial value of a well-designed shop group is important in that it contributes to the sightliness of the city as a whole. The restrictions imposed as to the changing of color schemes or building design of these structures are as carefully devised as in our highest character residential sections. The proper study of individual store-fronts produces a varied character for the business houses in a given building without sacrificing the character of the structure as a whole. Street lighting and store-front lighting are given careful consideration.

Regard for the appearance of the side elevations of buildings and the views of the roofs and rears obtainable from taller structures nearby, the transition from outlying shopping centers to single residence areas, the provision of certain small plazas, squares, and open spaces for fountains, vases, benches, and other art objects that give character to the shopping centers individually and to serve the purpose of adornment for the city as a whole, indicate the scope of our efforts.

We find a justification for this method in the approval of the shopping centers of the Country Club District by those who place esthetic considerations first; by those who seem solely concerned with the practical service to them of a conveniently located shopping center; and last, but not least, by those who have established their business in them.

ONE of the most encouraging signs of possible relief from unnecessary congestion in central commercial areas in cities is the birth of outlying shopping centers where merchandise and service are carried to the people instead of requiring the people to visit already overcrowded central retail shopping districts.

Two Wyoming Plans

By S. R. DE BOER, City Planning Consultant, Denver, Colo.

BEAUTIFYING WYOMING'S CAPITAL

A CAPITAL city of the Rocky Mountain Region which is rapidly coming to the front as one of the beautiful cities of the West is Cheyenne, Wyo. From a frontier town on barren plains, it is becoming a city of shaded streets and beautiful parks.

The interesting part of Cheyenne's efforts to become an unusual city is that it is a conscious effort directed by a few of its leading citizens. By no means an accidental development, it is the result of careful planning. This planning has extended to the parks, the streets, the school-grounds, to Fort Warren, to the U. S. Experimental Station, and to the mountain region beyond it.

The Cheyenne City Plan was prepared six years ago, and ever since its adoption the city has gone ahead vigorously with the carrying out of the main recommendations. Under the leadership of Mr. George E. Brimmer, a prominent citizen who has made it his ambition to see Cheyenne become the most beautiful small capital in the West, and the coöperation of such organizations as the American Legion and Lions Club, the Cheyenne parks and boulevards are rapidly taking form.

This very ambitious program for beautification includes a group of parks to the north of the city, parks within the city, three golf courses, 3 miles of parkway along a creek, the landscaping of the Fort Warren grounds, of school-grounds, and the reflection in church- and home-grounds.

The park system to the north of the city comprises three naturalistic parks built around existing lakes, on land that was once barren plains. These lakes were created many years ago and are fed from a water-line running from the Pole Mountain range 40 miles west of Cheyenne. The water is brought into the upper lake and runs into the lower ones in a series of cascades. From the third lake the water runs underground to a still lower lake to the opposite side of the city. In the dry and wind-swept plains country, these water bodies have become features of great attraction. In the development of the park area sur-

rounding these lakes, private initiative has been of great assistance. Several of the service clubs led by prominent citizens undertook the construction work. For the lower park, the city received a proposition from one of its public-spirited men that he would spend a certain amount annually on this park provided the city spent an equal amount. The result has been a finished park now available to this part of the city.

The work on the other parks was divided into small units, of which each unit was promoted by one of the service clubs, assisted by private subscription, supplemented by the Country Club Park consisting of a piece of city park land on which the Club building was placed. It is partly completed. In all these units the policy of planting trees and shrubs first was carried out, and the lawn-work postponed until the time when these lawns should be needed.

The city park area contains the buildings and race-track of the annual Frontier Day celebration. In the new plans, a zoölogical garden has been added to the Frontier Park arrangement. This is now partly constructed and already houses several animals. The Zoo will be more or less of frontier character, in so far as the animals will represent the animal life of the western plains and mountains.

The final unit of this park system was designed last winter, including the main approach to the North Parks of Cheyenne. It contains an old-fashioned flower-garden at the end of a rather imposing mall, and is the main feature of the North Parks. This garden was designed along formal lines because it is located in the proximity of the main airport. Cheyenne is on the Transcontinental Air Line, and it is believed the garden will be a rather unusual feature viewed from the sky.

In addition to the units already described, the park will contain a baseball field, a football field, a band-stand and concert garden, small playgrounds, a municipal golf course of nine holes, and the eighteen-hole golf course of the Cheyenne Country Club.

The Government Reservation of Fort Francis E. Warren joins this city park area. The commanding officers of the Fort are coöoperating with the city of Cheyenne in this beautifying work. A detachment of soldiers was sent to the slopes of Pike's Peak and collected 2,500 pines, firs, and spruces that were

planted around the buildings of the Fort. Fort Warren is located at the outer end of a diagonal boulevard which has the State Capitol as the inner terminus. Through the efforts of the Fort, this boulevard is now lined with trees, and a new boulevard, named for the late Senator Francis E. Warren for whom the Fort was also renamed last year, will be planted this spring. Along this boulevard small, individual parks will be created to give it unusual character.

Beyond Fort Warren this same boulevard continues into the 2,000-acre Experimental Station the Department of Agriculture is developing for experimenting with horticultural and agricultural products of the Rocky Mountain region. The buildings of this Station have been finished and the grounds are ready for planting this spring. A return parkway from the Experiment Station through the ground of the Fort to the city of Cheyenne is planned along the banks of Crow Creek. This parkway will be of a naturalistic character, with open meadows and large groves of trees along the stream. The plans call for a continuation of this parkway around the city of Cheyenne.

Other items of civic beautifying by the city are the erection of a monument to Robert Burns, surrounded by a small park, on the main boulevard. This monument and park was paid for by private subscription. On another small tract on the same boulevard, another monument was erected, also paid for by private subscription. With these various features, and with the State Capitol at one end and Fort Warren and the Experiment Station at the other end, this boulevard plan has the potentialities of becoming one of the attractive boulevards of the country.

To acquire for the city of Cheyenne a mountain park area, studies were made of the Pole Mountain section west of the city. An area has been set aside here for an outdoor theatre. Students of the University of Wyoming, at Laramie, have staged one play here, and it is expected to develop this into a unique feature of Frontier celebrations.

All the developments in Cheyenne, as already noted, are being done by private contributions. The city is naturally aiding in the work, but most of it is done by public-spirited citizens. As the capital city of Wyoming, Cheyenne bases its development on this program—"to be not only the capital city, but also the most attractive city of the State."

SARATOGA HOT SPRINGS IN WYOMING

Saratoga Springs is a small town on the upper part of the North Platte River in southern Wyoming. From its name it can readily be surmised that there are hot springs in the neighborhood. These springs are of medicinal value, and in their chemical analysis they parallel some of the famous springs in Germany. Before the white man reached this region, the springs were known to the Indians of the plains, and it is said that many of them sought the springs for their curative value.

Four years ago the State of Wyoming bought the 500 acres on which the springs are located and made plans for their development. This tract of land adjoins the town, and the work on the property will naturally change it from a typical cowboy city of the West to more or less of a resort city. The new activity has already meant a reorganization of the branch railroad line that connects the town with the main line Union Pacific Railroad, and the latter company is now operating its trains to the Saratoga Springs. The town is only a short distance from the transcontinental railroad, the Lincoln highway, and main airline.

The plans of the area proper have been divided into four units. Unit "A" consists of a large sanitarium hotel, bath-house, club building, and recreational building all grouped around a large pool. The buildings will contain indoor pools and bathing facilities. The whole group is arranged in quadrangle style and is approached by a broad parkway. Foot-bridges over the Platte River connect it with an island park and with the golf course.

Unit "B" contains a large outdoor hot-water pool, a bath-house, and a group of cottages. It is meant as a subsidiary to Unit "C" and has a foot-bridge connection with a small island park on which a dance pavilion is proposed. This unit will be more of a recreational character.

Unit "C" is a large hotel located on a high point overlooking the valley. It consists of a U-shaped building, and is connected with the pool in Unit "B." The eighteen-hole golf course stretches in full view of the hotel terrace. To the east, the peaks of the Snowy Range are visible from the hotel, towering above the valley. Their slopes are only a few miles away; their peaks,

only 20 miles. To the west and south are the Rabbit's Ear Range and the dark slopes of the Hayden National Forest.

Unit "D" is of a public character. It contains a bath-house and pools and is located at the end of the main street of the town. This unit is proposed for free public use. It is placed against a bluff and will be surrounded by 80 acres of park and forest.

Work on the construction of these projects has begun with the building of the bath-house of the first unit. This building has been built very largely by prison labor from the State penitentiary in near-by Rawlins. The building was finished last fall and will be opened for business during the spring of this year. It will be given a setting in a rather unusual flower-garden, and is located at the end of a broad parkway. These two items will be completed before the summer season of this year. It is expected that the first work will be continued by the building of an indoor plunge. This will be the second building in the group, forming the first unit of the plan.

The State of Wyoming is laying the foundation for a great undertaking here. With its medical hot springs, the invigorating southern Wyoming climate, its location on the region's largest river and at the foot of two mountain ranges, this place is bound to become one of the recreational and health centers of the Nation.

The section has wonderful opportunities for winter sports, and the plans call for hotels built on the principle of winter as well as summer entertainment. Skiing, tobogganning, skating, and other winter sports can be developed as well as summer sports. Fishing on the North Platte River, hunting on the slopes of the Snowy Range, and horseback riding will be among the many items of outdoor sports.

The Snowy Range towers to 11,000 feet, with eternal snow, timber-line lakes, wooded slopes, and mountain streams. On the other side of this U-shaped valley is the Sierra Madre, with the Hayden National Forest. Dark woods and white peaks stretch as far as the eye can reach. In between these two mountain ranges, the valley of the North Platte River opens into the wide, open plains of Wyoming. The town is the gateway to a vast wilderness region.

Four Mid-American Towns Guide Their Future

AN OUTLINE OF THE CITY PLANNING PROBLEMS AND PROJECTS IN FOUR TYPICAL SMALLER CITIES

By JACOB L. CRANE, JR., City Plan Consultant, Chicago

EDITOR'S NOTE.—Mr. Crane has adopted a unique method of presenting the problems, plans, and achievements of four towns.

ALTON, ILLINOIS

Alton, Illinois: An old railroad and industrial Mississippi River town of 30,000 built on very rough topography.

CITY PLANNING PROBLEMS (AS OF 1927)

1. To correct and control land platting which has gone from bad to worse under conditions requiring unusually careful subdivision planning.
2. Through a building code to raise the low standards of building construction.
3. By zoning to define, gradually segregate, and protect districts of various classes.
4. To devise and provide for the expansion of the down-town business district now confined within a narrow valley.
5. To open up close-in, excellent, though rough and now inaccessible, land areas.
6. To plan for the removal of railroad lines through the business district.
7. Reclamation and better use of the river-front.
8. Selection of sites for viaducts across the Piasa Valley for cross-town connections, and to open up land for development.
9. Rearrangement of the old City Hall Square as a focal point.
10. Plans for the development of a major street system and a school and recreation system on the rough topography and in the face of haphazard development.

PROJECTS COMPLETED

1. Comprehensive permanent zoning plan and ordinance.
2. Complete building code.
3. Subdivision control ordinance.
4. Adoption of official city and district plan for streets, school-sites, and parks.

PROJECTS PROPOSED

(Only those most urgent are named)

1. Creation of a park district and forestry department.
2. Comprehensive sewerage survey (now begun).
3. Improvement of river-front and old City Hall Square.
4. Fifth Street viaduct.
5. Opening of cross-town major streets.
6. Correction of Broadway at Fourth Street.

PONCA CITY, OKLAHOMA

Ponca City, Oklahoma: An oil refinery town of 20,000 people, well built on a level plateau.

CITY PLANNING PROBLEMS

1. Elimination of railroad grade crossings.
2. Comprehensive zoning.
3. Major street planning and subdivision control.
4. Development of east side parks and acquisition and development of west side parks.
5. A few street-widenings and connections and openings.
6. Building-lines to protect future street-widenings.
7. Reservation of areas for future larger industries.
8. Further development of municipal center.

PROJECTS COMPLETED

1. Comprehensive zoning plan and ordinance adopted.
2. Land subdivision regulations for city and 3-mile district adopted.
3. Supplemental building-line ordinance adopted to protect future street-widenings.
4. Plans completed and under way for development of east side major park.
5. Comprehensive building code adopted.
6. Major street and road plan adopted.
7. Several strategic land subdivisions properly designed.
8. Comprehensive city and district plans completed and put into effect.
9. Plans utilized on many features, such as reservation of industrial land, location of trunk sewers in relation to street, and grade-separation plans.

10. South Avenue under-pass completed.
11. One west side park acquired by dedication; one west side school-site acquired by dedication.

NOTES.—Ponca City is somewhat unique in that there are few corrective projects necessary, and that the main effectiveness of the plans is in guidance and control for the future. E. W. Marland and Lou Wentz, two wealthy citizens, have contributed greatly in the purchase and development of public and semi-public land areas.

KALAMAZOO, MICHIGAN

Kalamazoo, Michigan: A paper-mill and industrial city of 70,000 in a river valley surrounded by beautiful hills.

CITY PLANNING PROBLEMS

1. Railroad grade separations and future re-routing of railroads.
2. Improvements in deficient street system by new openings, connections, and corrections.
3. Re-routing of State highway.
4. Subdivision platting control and extension of major street system.
5. Enlargement of school-sites.
6. Control of outside platting and building.
7. Elaboration of zoning ordinance and modifications of zoning plan.
8. Re-routing of one local transit line.
9. Down-town parking.
10. Development of present park lands and acquisition of other land and outer parks.
11. Development of playgrounds and aquisition of others.
12. Development of civic center.

PROJECTS UNDER WAY

(Plans and reports submitted January, 1930)

1. Additional park land acquired and under development with material assistance of Dr. Upjohn.
2. Railroad grade-separation plans under negotiation with railroads.
3. New State highway route determined and under development.
4. Platting control established through joint adoption of rules and joint action of city, township, and county.
5. Zoning changes scheduled and under discussion.
6. Land jointly acquired for development and protection of civic center.

PROJECTS PROPOSED

1. Establishment of supplemental building-lines to protect future street-widenings.
2. Eleven future suggested railroad projects.
3. Designation and development of boulevard and parkway system.
4. Acquisition and development of several available park sites.
5. Future north airport.
6. Re-routing of Burdick car line to Rose Street.

AURORA, ILLINOIS

Aurora, Illinois: A Fox River industrial town of 50,000 built in the river valley and along the adjacent rolling hills.

CITY PLANNING PROBLEMS

1. Design and development of major street plan to by-pass and diffuse Chicago district and Fox Valley traffic.
2. Internal street development to correct and supplement present deficient street system.
3. Complete revision of zoning plan and ordinance.
4. The organization of a park district and acquisition and development of parks and parkways especially on the west side.
5. Selection of sites for river bridges.
6. Complete re-routing of down-town transit lines.
7. Subdivision platting control.
8. Building lines to protect future street-widenings.
9. A few urgent individual grade separations.
10. Location and grouping of public buildings.

PROJECTS COMPLETED OR UNDER WAY

(Plans and reports submitted January, 1930)

1. Zoning plan and ordinance completely revised and re-adopted.
2. Comprehensive city and district plans adopted and subdivision control established.
3. Tentative agreement reached on re-routing of down-town transit lines.
4. Supplemental building-lines for future street-widenings.
5. Proceedings started on organization of park district.
6. Several highway and parkway locations agreed upon with State and county authorities.
7. Plans utilized on many details of civic improvement.

City Planning for Roanoke

By JOHN NOLEN, City Planner, Cambridge, Mass., with a Foreword
by EDWARD L. STONE, Roanoke, Va.

PEOPLE who are familiar with the plan, "Remodeling Roanoke," prepared by Mr. John Nolen in the year 1907, feel that the city has suffered an irreparable loss by failure to carry into effect the proposals recommended in that plan. After a period of twenty-one years, Mr. Nolen received a second summons from the city of Roanoke to come and prepare another plan for her physical development. Some of those citizens who worked with Mr. Nolen on the first plan of 1907 were still on hand to greet him after so many years and again to lend him their active support in preparing this new plan of 1928.

Preparing the new plan was no easy task. The city had grown so rapidly that it was hard to realize that there was any connection with it and the little town remembered back in the year 1907. A suitable map was not available at once, but, fortunately, the City Engineering Department was able to furnish one in a short time. There was no topographical information available, so it was necessary to spend a lot of time on the ground making studies and gathering information. The entire year was taken up with the preparation of the Comprehensive City Plan of 1928.

The people of Roanoke feel that Mr. Nolen has given them a wonderful plan, something that the city may well feel proud of, and they are determined that it shall not meet a fate similar to that experienced by the plan of 1907. Conditions are now much more favorable, the general public is better informed, and there is now available a wealth of information and experience which was not available twenty years ago.

Since the new Comprehensive City Plan of 1928 has been in existence, there has been a noticeable quickening of public interest, civic pride is at a higher level, and the movement for better things is gathering momentum steadily as time goes on. The following article by Mr. Nolen is the story well told in a few words:

Situated at the southern terminus of the great Valley of Virginia is the energetic, progressive city of southwestern Virginia—progressive not only in the attitude of the people, but progressive in the accomplishments of the city during the

brief period since its foundation, for it is only since 1874 that this community has been on its way. With mountains towering above the city on the south, east, and north, located at the junction of the valley leading to Tennessee and the Valley of Virginia, it is a striking location for a community settlement. With the coming of the railroads naturally following the valley beds where possible, it became the junction point of two railroads, now consolidated under the Norfolk & Western system.

For a while, with the city content to grow as circumstances dictated, there was no adherence to a coördinated plan beyond the almost cross-roads diagram of 1874, but in 1907 a group of people who had long had the interests of the community at heart, feeling that the community was lagging in the competitive race with other cities, had prepared a plan for the improvement of the city. Much interest was taken by the citizens in the preparation of this plan, and it appeared that a change in the civic development of Roanoke was about to take place. Unfortunately, the plan, when presented to Council, became enmeshed in the toils of political activity, and for want of promotion or because of too much infringement upon the ways of the city, it was filed for future reference. A direct outcome of this plan, however, was the acquisition by the city of Elmwood Park, a tract of 8 acres in the heart of the city. Other improvements might be traced to the influence of the plan, but in general a costly delay ensued.

The city, nevertheless, kept on growing; but with all its growth and piecemeal improvements such as individuals could effect on their own property and could convince other neighbors to make, the main faults and problems of the city at large remained. Those who had worked to prepare the plan for the remodeling of Roanoke never forgot their effort, or gave up hope that some day the city could be developed on a planned basis.

Make no little plans; they have no magic to stir men's blood and probably themselves will not be realized. Make big plans, aim high in hope and work, remembering that a noble, logical diagram once recorded will never die, but long after we are gone will be a living thing asserting itself with ever-growing consistency. Remember that our sons and grandsons are going to do things that would stagger us. Let your watchword be order and your beacon beauty.

DANIEL H. BURNHAM,
Architect and Planner of Cities

Such a dream was carried along for twenty years and was finally crystallized in 1927 by the Chairman of the present City Planning Commission, Mr. Edward L. Stone, who, with Mrs. Lucian H. Cocke, had been a member of the 1907 Committee. Authority had been granted by the State Assembly of Virginia for the appointment of a Zoning Commission, and also of a City Planning Commission, and these two Commissions were so appointed as to have a common membership, with the addition of the City Manager and City Engineer on the Zoning Commission.

During the period of pre-organization Mr. Stone took the initiative, as far as law would permit, and had a Reconnaissance Survey of the city prepared, which outlined the actual city-planning necessities that confronted Roanoke, and set forth to the citizens problems which needed attention and a solution. Immediately upon the organization of the Commissions, a contract was entered into to prepare a complete City Plan, involving all the factors which go to make up a well-rounded city, such as parks, playgrounds, boulevards and parkways, thoroughfares and traffic control, housing and zoning, and a General Plan, not only of the city area, but a Regional Plan of the surrounding county, with special emphasis on the region within 5 miles of the city limits.

Again the planning organization was very enthusiastic and energetic, and the public at large also coöperated heartily in the preparation of the City Plan, which required about one year for its completion. The experience of the past was not forgotten. Knowing full well that official bodies are overwhelmed with difficulties, requests, and demands, every step possible was taken toward placing the City Plan upon a sound foundation, and to secure public backing in order that the City Council might be sure that their action would be in accordance with the wishes of the people. The plan was published in book form, including the report, and with the plans reproduced in color. This was submitted to Council and officially adopted on June 10, 1929. Following the adoption of the City Plan, upon the recommendation of the City Planning Commission, a citizens' advisory group was appointed to aid Council in determining the ways and means of financing and promoting the City Plan over a period of years. During the preparation of the plan,

the city had granted sufficient funds in the city-planning budget to establish a suite of offices in the City Hall, and to employ a secretary and other necessary assistants for the carrying on of the local activities of the Commission. Also, funds were appropriated to the City Engineer for topographical surveys and map-making. Regular meetings were held during the preparation of the plan, thus providing close coöperation with the city planners. Following the adoption of the City Plan and the appointment of a Ways and Means Committee, the city planner who had prepared the plan was retained as consultant and adviser on the staff of the Commission. This arrangement has enabled the Commission to weather many of the storms which assail city planning commissions in the early days of their responsibilities.

Detail planning for parks, swimming-pools, street-widenings, and new approaches to the city have been undertaken, and some of the most urgent activities are in process of execution. A start for a Civic Center has been incorporated as one of the much-needed features of the city, and a plan and appropriation have been made for a new Federal Building in conjunction with the City Hall, as the nucleus for the Civic Center group. The thoroughfare system is being improved through the elimination of unfortunate difficult jogs and other inheritances of poor planning in the past. Close coöperation between the Norfolk & Western Railway and the Virginian Railway have led to the separation of most of the dangerous grade crossings in the city. Playgrounds for children have been established and supervised instruction provided. The Playground and Recreation Association of America has actively aided Roanoke in setting up recreational facilities for all classes. The Zone Plan and Ordinance will be submitted to Council at an early date.

Roanoke has set up an example of a way of securing city-planning results through an adequate appropriation, an active follow-up organization, municipal coöperation, and widespread public interest.

IT is not necessary for each city to learn by bitter experience the handicaps of undirected growth—there are horrible examples enough to stand as warnings.

Old Charleston Restored

By R. S. MACELWEE, Civil and Industrial Engineer, Cambridge, Mass.

CHARLESTON possesses the largest number of streets with the fewest breaks in the original house frontages of any old city in the country. The reason for the state of preservation of old Charleston is simple. Once the great banking and shipping center of the South, Charleston was ruined financially by the war between the States, and checked for three generations in its growth as a community, until awakened by the World War. During this time it remained cut off by rivers and swamps from the rest of the United States, until the modern highways and bridges made it accessible. The growth of the port and the re-entry into the swirl of the main stream of the Nation's life from the back eddy, in which it has basked in the sunlight for so many decades, brings also the danger of complete absorption in modern manufacturing, commercial, and shipping enterprises.

There have been three important inroads upon this unusual preservation of early American buildings—buildings that reflect one of the highest cultures attained in the Western Hemisphere based, as it was, upon an era of prosperity and wealth. These inroads were primarily the great fires of 1861 and 1862, the earthquake of 1886, and the cyclone of 1911, that tore away many fine old tile roofs and a skyline of picturesque chimney-pots, such as are found only in old England. Notwithstanding, roughly two-thirds of the old part of Charleston remains substantially intact. Dispersed among the old and original mansions and public buildings are structures in the wretchedly bad taste of the 70's and 80's. There are two tendencies in new construction. The almost uniformly mediocre dwelling-house has not invaded the old quarter to any great extent, but is painfully apparent in the suburbs and along the newly reclaimed area of the Ashley River water-front. Fortunately, also, the commercial trend of the town has been north, away from the old section. There have been some handsome mansions of an early day masked or destroyed by business houses and factories, and these cannot be saved on their present sites, though they can sometimes be salvaged for another location. The Manigault Mansion on Meeting Street is an example. The very beautiful

Tupper Mansion at the corner of Ann and Meeting streets was saved from oblivion by the prompt action of Mr. Norwood Hastie, the hereditary owner of the famous Magnolia Gardens who bought the mansion from the Firestone Company, which had acquired the property for a superservice station. He retained the services of the Dawson Engineering Company, the Dawsons having a fine sense of the value of these legacies, to dismantle the Tupper Mansion with meticulous care for re-erection at an early date in the gorgeous setting of the azaleas at Magnolia-on-the-Ashley. Thus all of the wood and stonework, and more than 70 per cent of the brick, were salvaged for re-erection.

In the old section, especially the conservative and unusually beautiful portion south of Broad Street, many winter-home seekers, with appreciation of the historical value and artistic merit of these buildings, have restored old houses. But spasmodic and individual restorations, even in such numbers and with such care as may be noted with great satisfaction during the last five years, are not the solution.

The answer to the question of restoring and preserving old Charleston, or any other city with more or less the same situation, calls for a comprehensive plan and program, followed by the effort of the entire community.

The first step is a comprehensive city planning and zoning ordinance, to protect the areas under consideration from inroads of non-conforming activities. While esthetic and architectural regulation is not a province of the police power, according to the courts today, destruction of buildings of architectural and historical value, or the construction of incongruous buildings in an area that has survived the ravages and vandalism of the past, is robbing the community of values just as decidedly as the construction of a factory or apartment house in a residential zone. It is believed that the courts will eventually recognize these values as measurable, and as fully entitled to legal protection as man's reputation from slander, or the injury of his property by the invasion of non-conforming activities. However, a carefully designed zoning ordinance can go a long way toward blocking encroachments upon the comparatively homogeneous areas of the old town.

To this end, the State of South Carolina Legislature of 1923-

24, at the writer's instigation and the hearty coöperation of the Charleston County Delegation, passed the Standard Department of Commerce State Zoning Act. Efforts to secure a zoning ordinance and city plan were not productive until 1929, when Mr. George McAneny, of New York, convinced the Mayor of Charleston, in conversation, that steps must be taken immediately to save these civic treasures, and a short temporary ordinance was passed. Thereafter, upon order of City Council, the writer prepared a zoning ordinance that followed closely those in other American cities, with certain significant exceptions.

Upon the Zoning Map, those streets, the house-fronts of which are largely of the period prior to 1860, were indicated by extra-heavy lines, and in the proposed zoning ordinance, a provision was inserted that:

All questions of conformity to the original aspect of old streets shall be referred to the Board of Adjustments by the Planning and Zoning Commission.

This Board of Adjustment, under the State law, consists of the Mayor ex-officio, and six members appointed by the Mayor, as follows:

One from two nominees to be submitted by the Society for the "Preservation of Old Dwellings"; one from two nominees to be submitted by the Real Estate Exchange; one from two nominees to be submitted by the associated architects; one from two nominees to be submitted by the associated engineers; one from two nominees to be submitted by the Fine Arts Commission; and one from two nominees to be submitted by the Bar Association. The Mayor may reject any nominee and call for other nominees in their place from the same organization. . . . The City Engineer, ex-officio, will serve as Secretary. . . .

The Board of Adjustment shall refer all plans of buildings, in so far as exposed to public view, for an opinion to an architectural advisory committee serving voluntarily *pro bono publico*, which committee will express its opinion as to the conformity of said plans with the historical aspect of Charleston's old streets and with good architectural taste and practice.

The zoning ordinance also gives the Board of Adjustment liberal discretion where buildings constructed prior to 1860 are involved:

Dwelling House Districts R2: Accessory buildings of old residences where adequate proof is submitted of the existence of similar buildings

prior to 1860: In Zones R2, and wherever owners of property in sections of the city of recent origin desire to conform to the old manner of dwelling houses prior to 1860 quarters and other yard buildings when restored or reconstructed in the style of the yard of an old Charleston mansion may be constructed, reconstructed, and arranged as studios for artists, sculptors, musicians and authors, tea-rooms, gift-shops, handicraft work-shops of an obviously inoffensive nature, and for dwellings, except for persons of African descent, with reasonable conformity to other provisions of the ordinance which shall be liberally interpreted in such cases.

Compliance will be certified by the Board of Adjustments to the Tax Commission for a waiver of increased tax assessments as otherwise provided for architectural conformity to the character of designated old streets.

The ordinance provides that the building lines of old streets conform to the traditional aspect and that these regulations shall be interpreted in favor of preserving the original aspect of Charleston's old streets.

Obstructions to view are cared for by a provision that:

On any corner lot on which a front yard line is established by this ordinance, no wall, fence, or other structure shall be erected and no hedge, shrub, tree, or other growth shall be maintained between such front yard line and the street line in such a manner as to obstruct the view of traffic across the corner, except where conformity to the original aspect of historical streets would require a liberal interpretation of this provision.

Architectural conformity is required in the public welfare, in historical streets or buildings or traces of buildings constructed prior to 1860, in exterior aspects of those parts exposed to public view, the object of such control being to preserve the appearance of the streets of old Charleston in line, texture, materials and color and to rebuild missing structures from the original street line. Interior arrangement, or portions not exposed to public view, are not the concern of architectural control.

The ordinance of April 23, 1929, established the city planning and zoning commission, to consist of the Mayor, the Chairman of the Committee on Wood and Brick Buildings of City Council, the City Engineer, the Building Inspector, and the Chief of the Fire Department, and this executive commission of the city is to carry out the rules of the Board of Adjustment.

Obviously, a zoning ordinance of this character is not suffi-

cient in itself to accomplish the end in view. There was, therefore, drafted an act to be put before the State Legislature to enable the Tax Commission to exempt from increases in taxation all improvements, all restorations, or even new construction, when such improvements, according to the certification of the Board of Appeals to the Tax Commission, are in harmony with the architectural and historical aspect of the streets to be preserved in so far as exposed to public view. New industries now enjoy a five-year tax exemption.

It is painfully obvious in many of the recent Charleston restorations that the work has been done by persons with an insufficient knowledge of the fine differences in the various phases of the periods of the Georges, modified as they are in Charleston in a delightful way by Huguenot, Caribbean, and climatic influences, and the classical Greek revival during the opulent era in South Carolina following the Peace of Ghent.

Perhaps the less said about the present status the better. Most public movements stop when the individuals between the handles of the wheelbarrows stop pushing. However, the work in bringing to bear the focus of opinion of the best men in the country on this subject may be useful to other communities, and eventually find sufficient support in Charleston to carry through the plan of procedure. Certainly the zoning and city planning laws, if they are reinforced by financial persuasion and moral suasion, are full of promise.

Without committing any of them to the policies, but in grateful acknowledgment of their cumulative good advice, thanks are due to E. M. Bassett, Frank B. Williams, Kenneth Chorley, Horace W. Peaslee, Flavel Shurtleff, George B. Ford, C. H. Cheney, and E. J. Buttenheim.

*PERHAPS we are coming into a new day when
our people will cherish the beauty of the past
while they are creating a new beauty for the future.*

Riverside Adopts Esthetic Aims

By CHARLES H. CHENEY, Palos Verdes, Calif.

SO FEW cities of the United States have ever considered officially taking serious action for the improvement of their appearance that it is a matter of note that during the year 1929 this California municipality of some 30,000 population definitely adopted a program of esthetic objectives. At last we have a city making it the regular business of its officials to provide embellishment, and above all, increase of the amenities of life for its citizens.

Beauty, color, individual character, generous planning, architectural control, the town picture, a civic center, and plenty of playgrounds and parks are adopted as the program of the city in the "Recreation, Civic Center and Regional Plan for Riverside, California" published in June, 1929. This supplements "The Major Traffic Street Plan and Report" published by the Commission in 1928.

"We have already entered an age of esthetic development, particularly in municipal architecture, and the community which does not realize it is lost. He who does not advance recedes. The work of beautification will never be finished; it must not only continue but increase as the city grows. What is good enough today will be entirely insufficient tomorrow. This report submits a program which is wholly within our ability and means and can be accomplished with united effort. It is, if anything, too modest and should be taken as the minimum of our expectations," says Henry W. Coil, president of the Planning Commission in the Foreword. The report goes on to say, in part:

*Building for Permanency:**

There are fundamental esthetic considerations which must be taken into account in each of the important parts of the master plan of any city.

A major traffic street plan which neglects or overlooks the necessity of maintaining important vistas, of purposely shifting over to make opportunity for location of important buildings and groups "on axis," of providing for arcading or of harmonious block treatment of down-

*See "Building for Permanency," in "Proceedings National Conference on City Planning," Dallas, 1928.

town architecture; of group planning in residence as well as business districts, is no solution of the city plan.

Zoning ordinances and building codes have more effect on architecture and landscaping than any other agencies.

And so through all the items of the master plan, the human equation—that subtle thing that reflects and controls men's souls, the esthetic—can and must be provided for.

Architecture and planting, or the landscape art, build and clothe most all of the physical developments about us. They are the services of man most directly affected by city plans or master plans.

In judging good architecture, and landscaping as well, as we have often said, there must be an essential quality of charm that may be called the soul of the structure. More profoundly and essentially does this apply to the great master plan of a city, county, or region. Every such plan must create distinct character and charm, to properly fulfil its purpose. It must express the soul, the character, and civilization of the people of the area it covers.

This is the Planning Age: Evidences are aplenty that the new age, the planning age, is upon us. Social values are being readjusted to demand beauty and order, as well as health and convenience.

Planning Must be in Step with the Times: To get in step with the times is the immediate necessity of city builders. We must make more complete plans, embodying bigger ideals. Every zone ordinance, every street plan, every part of the master plan, must provide thoroughly and effectively for the perfection of the environmental effect, for the deliberate attainment of attractiveness and beauty. No superficial "city beautiful" campaign, or slogan to "plant a few trees" can suffice. The esthetic considerations and requirements of the city must be soundly tied in with the social and economic program. Some of these definite objectives, or ideals, to be planned and carried out as a permanent city policy, are:

Esthetic Objectives: 1. Plan for beauty. Deliberately and carefully, every item of the master plan must be thought of, from its inception, with regard to the effect, the beauty, that it will produce.

2. Plan for color. Human nature reacts sharply to color, which may be cheerful, pleasing, extraordinarily stimulating, but, as yet has been debased, most inhumanly defiled, and purely because of carelessness, in most communities. Color can make or destroy even the best architecture; applied in good taste it can retrieve much of the worst. Color-planning in cities will some day be as important as street-planning.

3. Plan for individual character. Every city, county, or region has something its very own, of life, subtle character, individuality. This is a most precious asset. Its preservation and enhancement is the prime duty of every planner and city official.

4. Plan generously. The new age, the flying age, now upon us opens demands of space unthought of, but which, however, must be met. The great communities of the past were those planned on a large scale and built to a big mould. Now time and space have been annihilated.

Industry, housing, even business, are certain to spread out over tremendous areas. We need wide streets, squares, parks, and playgrounds. Vision and wise planning are required as never before. The Chicago Plan remains the greatest in the country, because of the generous scale on which it has provided for the future.

5. Plan architectural control of all buildings, color, signs, and physical appearances. The general architecture, mass, and appearance of all buildings, private as well as public, is essentially a matter of public concern. Enormous depreciation and waste result from the present unregulated system of building.*

6. Plan to maintain the "town picture." The community is entitled to preserve the outward characteristics which develop as a result of God-given natural beauty or of its being a community. The city needs protection from disfigurement, and the preservation of old buildings, of natural beauty, and architectural monuments. Many of the older communities of Europe have long protected these things. We have much to be proud of and preserve in our Spanish colonial inheritance in California and the Southwest.†

America must build better cities. We are a rich Nation, but a tawdry one in appearance. Our station in civilization demands and requires a better dress; our progress in education and culture insists upon a better environmental condition for our children and our children's children.

The architecture we leave behind us is the chief measure of our civilization. We must act promptly to insure that in the future, at least, no more such tawdriness, no more such ugliness, such lack of color, shall be tolerated in new buildings.

Man destroys the ugly building or the ugly surroundings as fast as he can. Only beautiful and attractive structures persist. Europe and older communities are attractive to us because they have been culling out for centuries, keeping the good, destroying the ugly. We will never be grown up as a nation until we do this as thoroughly and effectively, for ourselves.

*For American development of this important subject, see "Progress in Architectural Control" in "Proceedings of National Conference on City Planning," Washington, 1927. The International Housing and Town Planning Federation Committee on the subject, of which the writer was a member, has brought together some extremely valuable papers showing comparative experiences in different countries, published in the Bulletins of the Federation, as follows: Architectural Control in Sweden, by A. Lilienberg, Bulletin No. 13, April, 1927; Architectural Control in Germany, by R. Heilenthal, in Bulletin No. 13, April, 1927; Architectural Control in the United States, by C. H. Cheney, in Bulletin No. 16, May, 1928; Architectural Control in Switzerland, by H. Peter, Bulletin No. 18, December, 1928; Architectural Control in Austria, by F. Musil, Bulletin No. 21, February, 1930.

†See Bulletins of the International Town Planning Federation noted above; also Hegemann and Peets, "Civic Art, an American Vitruvius;" and Raymond Unwin, "Town Planning in Practice," for excellent illustrated discussions of how these objectives have been obtained in the past.

Riverside Has Made Great Progress.

Riverside impresses visitors immediately by the beauty of its street trees and the fairly consistent attempt to make the city look well. There are trees on every business street in front of the store buildings. When the present program of city-planning work was undertaken, in January, 1927, members of the Common Council and City Planning Commission emphasized the importance of conservation of street trees and the existing attractiveness of the city in making future plans and of securing better architecture throughout the city. In the Major Traffic Street Plan Report, issued in June, 1928, there is distinct emphasis on these matters.

Arcaded Business Buildings.

During the past year the Commission has persuaded owners of two important new buildings downtown to arcade out over the sidewalks. It showed the City Council that these buildings, by coming to within 3 feet of the curb with their piers, on the ground floor, and providing amplified sidewalk space under the building, in no way impaired the effective street space. In fact, these projecting arcades were shown to be a very desirable interruption to the monotony of the squared off, checker-board plan with which this city is unfortunately cursed, like most other American cities, whose founders generally followed blindly the banal and uninteresting scheme of William Penn.

Riverside is warm in summer, and the adoption of arcades, with their pleasant depth of shade over the sidewalks, will aid business as well as increase the comfort and enjoyment of the people of the city. It is estimated here that business houses on the easterly side of streets running north and south will find, as they did in Santa Barbara, that rents of stores will largely be equalized by arcading, where they are now depreciated by the hot afternoon sun as much as 25 per cent less than those on the west or shady side of the street. Further arcades over the sidewalks of business streets should be encouraged.

The Old City Wall of Tucson

By GERTRUDE E. MASON, Tucson, Ariz.

MUCH of the history of Spain, Mexico, and of our own Southwest has centered around the site of Tucson. Over the walls of the old presidio have floated the flags of Spain, of Mexico, of the Confederacy, and of the United States. Here the Stars and Stripes, raised after the Gadsden Purchase in 1854, were replaced by the Stars and Bars during the Civil War, but, after '62, when the Confederates evacuated the old fort, after vainly trying to burn the town, "Old Glory" once more floated in the breeze.

For many years great interest has been shown in the exact location of the old walls, the means of defense of the presidio and the life within its confines. Lately, the search for fragments of the adobe walls has caused much fascinating conjecture. This has culminated recently in definite action by city and county officials, members of the Pioneers Society and the Arizona Historical Society, and the Landmarks Committee of the Chamber of Commerce.

During the year 1776—the infancy of our own country—the Spanish garrison was moved from Tubac to Tucson, where a presidio was established. A space about 300 yards square was enclosed by a protecting wall, which ultimately reached a height of 12 feet. Adobe houses, built against the wall, furnished quarters for troops and inhabitants, and the roofs were used for purposes of defense, as the soldiers, standing thereon and protected by adobe barricades, could fend off marauding Apaches and other enemies. A lookout was kept posted on Sentinel Hill to warn of the approach of danger, and when such a signal was given the people scurried within the walls and prepared for defense.

An interview with Judge F. Adams, of San Luis Obispo, one of a detachment sent from Fort Bliss to take Tucson in 1847, was published in the *Tucson Daily Citizen* in 1889. Judge Adams stated that the United States troops had no facilities to scale the wall, though they marched around it several times and some shots were interchanged, the fatalities being limited to one American army mule. Returning under orders to Fort

Bliss, the Mexican troops followed at a respectful distance, and afterward claimed a great victory over the American troops. The Judge describes the wall as about 12 feet high, having two gates of heavy mesquite timber, solidly put together, and speaks of two bastions from whence an enfilading fire could be kept up. From other sources we learn that one bastion was at the northeast and the other at the southwest corner of the enclosure, and that cacti were planted on the top of the wall for purposes of defense.

Mrs. Sam Hughes, a long-time resident of Tucson, remembers the wall from the early 60's, at which time it was 8 feet high and had two breaks in it, used for short-cuts. The arroyo on the south (the present Pennington Street) was much in evidence. She tells of being part of a wedding party from the walled town, bound for San Augustin Church, who had to send for a coach to get them across the raging torrent in this arroyo. The gates, Mrs. Hughes says, were located approximately at Main and Alameda and on Alameda near Church Streets, respectively. This latter, the east gate, had a rounded top and is shown distinctly in a sketch in John Ross Brown's book, published in 1869. She describes the west gate as being of timbers with pointed tops. Over the top of each gate was a sentry-box, protected by a barricade of adobe, and roofed. The soldiers' quarters were in small adobe huts on each side of the gates, with adobe steps leading through a trap-door to these sentry-boxes.

In 1925 the D.A.R. marked the four corners of the wall, using information found on an old city map made in 1862, the orginal of which is in the possession of City Engineer George T. Grove. This map bears the legend: "Surveyed by order of Major D. Ferguson, 1st Cavalry, California Volunteers, commanding the District of Western Arizona, 1862. J. B. Mills, surveyor." Made on thin paper, the map has dried out, cracked and become very brittle, but Mr. Grove hopes to have it restored and mounted, and so preserved. The D.A.R. put a marker in the line of the east wall, but the sidewalks and steps of the courthouse recently razed prevented its being placed according to the old map.

Mr. Grove, working in collaboration with Prof. E. P. Mathewson, of the University of Arizona, and Herbert F. Brown, local contractor, has made strenuous efforts to plot the

entire course of the old wall and make it a matter of perpetual record. In making excavations for the 1929 courthouse, the foundations of the old wall were found in several places on the east side, and more near the southwest corner of the new courthouse. The east line of the wall passed under the tiled walk which crosses the patio, and here some of the old wall foundations were uncovered.

A bronze model of the wall is to be set up in the patio of the courthouse. At the southeast corner of the old wall a suitable memorial will be erected. This will take the form of a reproduction of a small portion of the wall, using some of the original adobes. It will have a glass covering, so that residents of the Old Pueblo as well as sight-seeing tourists can view this interesting relic of bygone days, and at the same time the adobe will be safeguarded and preserved.

Alum Rock Canyon and Its Park

By STEPHEN CHILD, Landscape Architect, San Francisco, Calif.

PENITENCIA CREEK, its upper and more tumultuous portion the cause of Alum Rock Canyon, at times after the somewhat infrequent genuine California rains becomes a roaring torrent, carving its tortuous course down the steep slopes of the mountainous foothills on the eastern side of the famous Santa Clara Valley. Here and there it plunges over falls 50 feet or more in height, later dashing rapidly over great boulders, and then emerging upon the plain, winds placidly between parkway drives through several miles of fruit orchard groves.

Situated as they are midway between the San José and Santa Clara Missions, the oak-shaded lower reaches of this stream became a favorite resort of the good padres of the early days. Here they were wont to meet regularly, to enjoy the health-giving waters of the many springs and penitently to confess to one another their faults, hence the name Penitencia Creek.

The springs alluded to are worthy of more than passing mention. About a mile from the narrow throat of the canyon, the floor of the valley broadens a little, providing space for a beautiful grove of age-old live oaks and other forest trees,

Gushing or dripping forth from the steep cliffs near by there is a remarkable group of springs,—an alum spring giving its name to the canyon,—lithia and iron springs and several hot sulphur springs. The health-giving properties of these waters were well known and appreciated by the Indians long before the appearance of the padres and are today sought by thousands who live in the San Francisco Bay region.

By good fortune this entire canyon, over 3,000 acres in extent, some years ago became the property of the city of San José. It is undoubtedly one of the chief of the many, varied, and delightful attractions of this "Garden City of California."

A few years ago, after one of those genuine California rainy seasons had swept away ugly, flimsy railroad trestles and scarcely less worthy wooden highway bridges, the landscape architect was consulted, the hope being that his art—"the art that mends nature"—could appropriately restore destroyed beauty. From his point of view, the street railway should never have been permitted to return quite so far up the narrow canyon. But precedent and persistent popular pressure had their way and the railway went back. However, tactful insistence on the part of the landscape architect brought about, at the narrowest part of the canyon, its "gateway," the concrete arches instead of the unprepossessing and flimsy wooden trestles proposed.

Manifestly, in the case of such a lovely valley the problem was not how much to do, but rather how little of man's work could be permitted; that is, how plan to reach and enjoy the springs and baths and not mar Nature's handiwork. This has been accomplished by confining human effort to the limited area of the music court, adjoining and just west of the group of springs.

The music court serves several useful purposes; here are given not only outdoor concerts, but pageants and plays, as well as addresses or lectures. There is an unusually large seating capacity, for, in addition to the several hundreds who can find seats, the curving slopes of the natural amphitheatre to the south will accommodate many hundreds more. Across the creek in this vicinity, the main park drive is broadened, providing parking-space for numerous automobiles.

West of the music court, the canyon, for half a mile or more,

is narrow and steep-sided. As it has been necessary to find place along its tortuous winding course for a park drive and a street railroad track, it has become quite distinctly an "approach unit" to the park.

This parkway approach is to be extended west to the city of San José, connecting city and canyon by a genuine pleasure drive that for several miles after leaving the canyon follows the tree-shaded creek, passing through lovely orchards of almond and plum trees. This will provide not only a very delightful drive with sites for beautiful homes on either side facing the creek, but also for the adequate storm-water control of the creek.

It is to be remembered that the fundamental characteristics of Alum Rock Park are not those of an urban park but rather and primarily of a natural or scenic reservation. Provision is therefore to be made in its complete development, not only for the enjoyment of the various remarkable springs but also of the distinctively beautiful mountain and canyon scenery—the latter probably most important. Here we have under public control some 3,000 acres of ground comprising one of the loveliest canyons in California, with notable waterfalls, rugged cliffs, and verdure of unexcelled beauty and variety. This is Nature's domain, and the hand of man should not be obtrusively evident anywhere beyond the music court. Trails, not roadways, will be improved so as to permit agreeable access to the falls on foot or on horseback, and trails will also lead to the summits of the cliffs from which inspiring views can be seen; resting-places will be provided at proper points.

Thus, only 6 miles from San José, one of the larger satellite cities of the San Francisco Bay region, it will be possible to enjoy forever the "untroubled sequence of landscape, maturing under balanced progress and unimpeded growth and decay"—the fundamental purpose of a natural park reserve.

SAN JOSE is twice fortunate: First, that beautiful Alum Rock and its picturesque valley exist within easy distance of the city, and, second, that the valley is being preserved in public ownership for the use of the people.

New Santa Fe Reflects the Old

By E. DANA JOHNSON, Santa Fe, N. M.

SANTA FE is the oldest capital in America. For two centuries it was the citadel of the far-flung empire of Spain in the New World. Seat of a Mexican government for twenty-five years, for sixty-two years it was capital of a vast American territory, and for nearly two decades has been administrative center of a great State in the Union. It antedates the Mayflower by a generation. Mellow with antiquity and steeped in romance, it is growing new gracefully without losing the benign dignity of age. Santa Fe, despite paved streets and Ford tourists, can never become a "Main Street" town—not with its imperishable Old World flavor, its musical tongue of Andalusia, its mystical mountains, eternal sunshine, the renewal of its ancient architecture, and its people's artistic intelligence, loyalty to tradition, and love of beauty. Progress cannot spoil old Santa Fe.

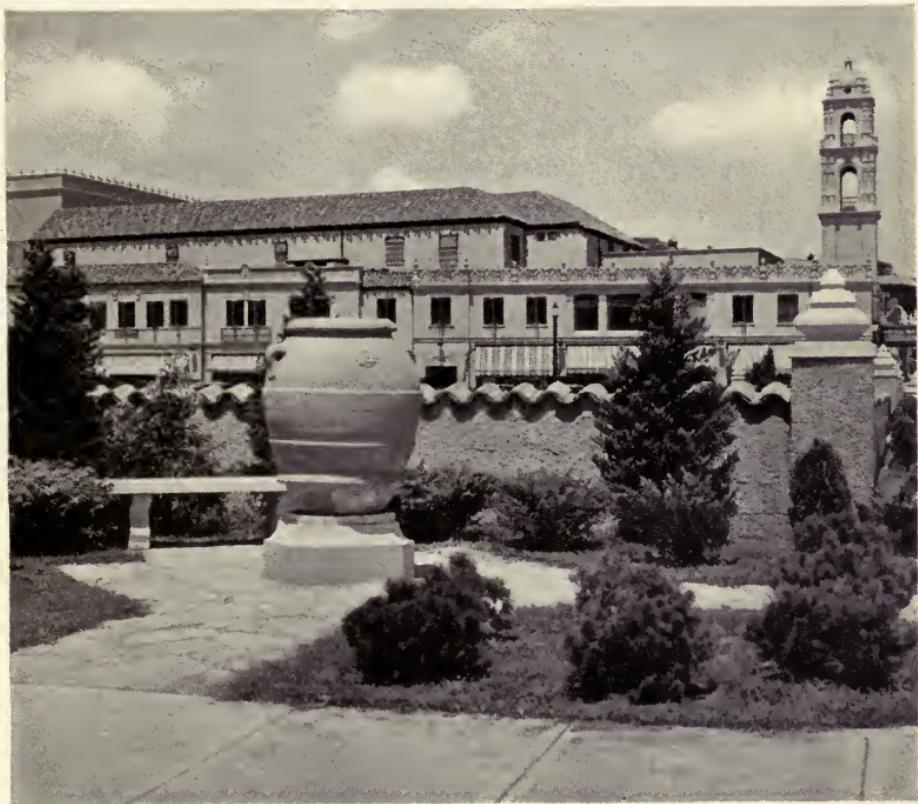
Railroad trains, cabs, telephones, have not changed Santa Fe's atmosphere. There are silent Pueblos living, dancing, praying to the rain-gods as they did in 1600. There are buildings three hundred years old; the same hoary pinnacles look down from the same blue forests; wood-laden burros come down from the Sierras; mantilla-wrapped señoritas emerge from seventeenth-century haciendas.

Broad highways now lead to Santa Fe, where creaking wagons and footsore pioneers toiled over stony trails when she was young. Capital now of a thriving commonwealth developing huge resources, Santa Fe is easily reached. And over the same old Santa Fe Trail traversed by the Forty-niners, the lure of the open door into Santa Fe's past is bringing more and more Americans to what is fitly a National shrine, to see the most "different" town in the United States.

At an altitude of 7,000 feet, Santa Fe sits at the foot of the 12,000-foot snowy peaks of the Sangre de Cristo, southernmost battlements of the Rockies. Westward the land sweeps downward to the Rio Grande, 1,000 feet below and 25 miles away, then on and up 25 miles further to the foot of the Jemez range, its crests over 12,000 feet. From eastern peak to western peak there is thus spread before the eye a 50-mile-wide basin over a



Art Museum, Santa Fé
Courtesy Museum of New Mexico



Plaza Theatre Parking Station in Outlying Business District,
Kansas City

mile deep, with the river at its bottom. The ranges are heavily forested; from the eastern mountain wall emerges the valley of Santa Fe, its mountain river foaming down 20 miles through a winding gorge from a hidden crystal lake rimmed with snow in June.

The oldest house in America, a crumbling adobe occupied by servants of the Spanish conquerors, still stands in Santa Fe. Still stand the ruins of the old Garita, where malefactors were executed.

To the northeast look down upon Santa Fe the earthworks of Fort Marcy, under whose guns a vast realm passed from the hands of the Latin into those of the Anglo-Saxon. The sturdy palace of the Governors defies the ravages of time as serenely as it did the assaults of Indian and Spaniard over two hundred years ago.

The story of Santa Fe is best told in the Fiesta of Santa Fe, held annually for over two centuries. To the fiesta come, every September, afoot and on horseback and in wagons, the Pueblos from the villages the knights of old knew—from Tesuque and San Ildefonso, from Cochiti and Santo Domingo, from Santa Clara, San Juan, Taos, Nambe, and Picuris.

Sante Fe's antiquity is everywhere reflected in her architecture. The "Santa Fe style" combines the best of the Mexican, Spanish, and Pueblo types. The State Museum Building reproduces facades of six of the old Franciscan missions, while its form and its towers are those of the ancient edifice atop the Rock of Acoma. Striking examples of this architectural type of former days adapted to modern uses include the new Post-Office Building, the Administration Building of the State School for the Deaf, a large theatre building, the "La Fonda" which has risen on the ruins of the adobe tavern at the End of the Trail, the high school, the Hotel De Vargas, the Bishop's lodge, Sunmount Sanatorium, other public buildings, business blocks, and hundreds of homes.

Santa Fe is a city of hidden patios, of cloistered gardens behind old walls, of rambling old mansions, of tolling cathedral bells, fruitful orchards, and delightful vistas. You do not know your America—romantically, scenically, historically—until you have made the pilgrimage to this oldest capital and read here the story of Santa Fe.

The Tulare Adult Week-End School

By DAVID L. MACKAYE, San José, Calif.

EDITOR'S NOTE.—The American Civic Association deals mainly with physical civic improvement; but it has long recognized that the first step toward civic advance of any kind is the meeting of the minds of the adults of a community. The Adult Week-End School described by Dr. MacKaye was located in a town with less than 10,000 inhabitants. Many towns in the United States might profit by this example. For Tulare we confidently predict that the Week-End School will bring many changes in the community and help to raise the level of civic consciousness in the country.

SINCE the close of the World War there has been in the United States a gathering impetus towards "adult education." The public-school effort, if it has had any one source at all, crystallized out of the experiences of the immigrant education service shortly after the War had disclosed the real significance of the immigrant in American life.

In California, the alien education division of the State Department of Education was under the direction of Mrs. Ethel Richardson Allen. By 1924 a real accomplishment in this field had been scored by this Department, and in that year Mrs. Allen gave the movement new impetus and a new direction by the announcement of the State Plan of Adult Education. This plan visualized centers in every community where people could make contact with the vital forces of the new American civilization, and substitute facts and precise thinking for rumor and political and social superstition.

Educational traditionalism, with its standards and pre-requisites, was a real obstacle to the growth of this plan, for the public-school system is only beginning to shake off its inability to function in the new way.

Shortly after Mrs. Allen had made this departure from the original movement, a small community in the Great Valley of California made the first step toward the realization of the new plan. This was Tulare, a city of 5,500 people, serving an extensive dairying and cotton district of some 500 square miles, containing another 15,000 population.

The adult movement in this district was undertaken by the Tulare Union High School. The problem was approached with caution, and a year spent in preliminary work, including conferences with citizens, a "course" on adult education given by

Dr. Hubert Phillips of the Fresno State College (afterward a prominent figure in the Tulare movement), and other activities. Even with this preparation, the opening of the "school" was postponed nine months, from spring to winter, because a survey showed a decrease in social and economic activity in winter which made room for this new activity.

It must be emphasized in this connection that the Tulare movement was deliberately fashioned as a community movement and has always remained such. There is an equality of interest and mutuality of planning in it between community and school which is basic to its success.

This first community school, under the title of the "Tulare Adult Week-End School," opened in January, 1928. The plan called for six sessions on consecutive Friday evenings, from 5.30 to 10 each evening, and each session was divided into four periods of time. At the opening period there was a general assembly addressed by prominent speakers from the "outside," a geographical term which will be understood by anyone familiar with the psychology of the rural town. This was followed by a community supper. The "students" were served by high-school students, listened to music, and discussed the topic of the evening. Then there was a half hour of relaxation, with music or drama; finally from four to six "special interest" sections were opened at which more or less systematic courses were conducted throughout the six weeks.

A civic organization sponsored each of these special sections. The Parent-Teachers' Association took care of the section on child psychology; the American Legion and its Auxiliary sponsored a group on "Americanism," in which the subject was rather generously "debunked" in open discussion; and other units of civic life led to the discussion of other topics. The work, it must be understood, was of college grade in quality, led in most cases by college instructors.

Following this evening of discussion, there grew up in the school an informal reception at which various organizations of women were the hostesses to the students of the school. There thus came to be combined attitudes of study and mental growth, of pleasant social intercourse and of response to entertainment on a high level. The Week-End School became in actuality an "intellectual meeting-place" for the community. It was at-

tended by all the community leaders; eventually the community itself and not the school became the influence behind the enterprise, and the Chamber of Commerce took out a \$100 membership in the California State Association for Adult Education.

Remembering always that Tulare occupies a geographical position in the sweeping spaces of the great San Joaquin Valley, remote from extensive libraries, from collegiate centers of learning, and also remembering that its interests would be largely concerned with the routine of the agricultural center, let us review the subjects of discussion in the Week-End School.

The general session of the first year's school concerned itself with "Problems of State Government." Six State officials, five of them members of the Governor's Cabinet, and the other the president of the Railroad Commission (the public utility board of California), were the speakers. They presented the problems of their offices and submitted to questioning. No clearer light could have been thrown on the intensely intricate details of State government. Governors and governed got closely together and exchanged problems and ideas.

The two succeeding years this assembly followed the topics of "The Changing American Civilization," the concluding speaker being the Governor of the State. Crime, the family, the new business era, and international relations were discussed by university speakers and economic leaders from the State. Open discussion was always encouraged.

In the "special interest" groups, economics, psychology, science, and history predominated among the subjects. Dr. Phillips has described in the March, 1930, *Survey Graphic* the unique history course developed there in the 1929 school.

The great benefit to the community came in this intensive introduction to modern thought and its precise methods. Partisanship slowly melted, and conservatism in the community was distinctly modified. An honest enjoyment, honestly admitted, was derived from experiences which are traditionally impossible in a community of this sort, to which may be added the statement (not original in this article) that it was the "Babbitts" of Tulare, the business men, supposedly engrossed in narrow interests, who fairly compelled success when most other organizations in the community had looked at the plans with much misgiving.

Civic Improvement in Baltimore

By ALLISON SHAW, Executive Secretary Women's Civic League
of Baltimore

THE Women's Civic League has been working for the welfare of Baltimoreans for nineteen years, each of which has held several outstanding features, some new and some which have been tried before and are repeated with different methods and different people.

The newest piece of work is the organization of Junior Divisions, begun with a group of children from five to fifteen years of age, and taken over by the Women's Civic League, at the request of a League member. There are now six groups, numbering 120 children. The girls are taught to study the flag, the city government, history and historical spots, which include the many monuments in Baltimore, the development in the city and country of such improvements as transportation, parks, and public works. They are also taught to deal with one another.

Educational scrap-books are made, and the original group is now engaged on a scrap-book library—this will serve for reference and for contrast of the old and the new. The children meet each week after school and do some work at each meeting. One group is now engaged on a Transportation Book showing the methods of transportation in this and foreign countries, beginning, of course, with hand-driven boats, through sailing- and steam-ships, the first steam-engine, the advance in steam-trains, and ending in the airplanes of today. Some of the pictures are obtained by the Director, while the girls are constantly watching for any pictures or small news items that would be of use in their scrap-books.

A Question Box is used, the question asked one week being read and answered the following week. The queries cover subjects such as the number of parks in the city, whether acquired by gift or purchase, acreage, number of monuments and history of each.

For the older girls, a Junior Council has been formed, with two girls from each group as members. The Council meets at headquarters, elects its own officers and helps plan the work of the smaller children. In the summer, picnics are planned, to visit parks, beautiful gardens, and places of civic interest.

Citizenship work has been stressed among the adults in the last few years, and many requests come to the League for citizenship talks. The women reached range from one class where an interpreter is needed, through mothers' groups in churches, business women's groups in the shops and Y. W. C. A., to the Civic League members. The subjects discussed are varied; the Civic League groups have special problems; the business women demand current events. Civics is not treated as a mere community study. Fundamental outside influences which affect the life of the community are included. In the business women's groups, interest is keen in economic problems, their bearing on industry, on wages and living conditions, woman's place in industry, her power and qualifications as a voter.

The Women's Civic League members are interested in their communities but also in city, State, and National affairs. They study street-cleaning and refuse-disposal regulations, black smoke, public transit rates, parks and parkways, registration and election laws, criminal justice, civil service, city improvements. At the request of the members, a series of open meetings was held in the evenings this winter for the discussion of current events. The success of these meetings has proved conclusively the desire for education.

For some years the Civic League has sponsored a Coöperative Civic League among the colored women in the city. Last summer an extensive Clean-Up Campaign was carried on. Realizing the insanitary and dirty condition of the streets and alleys, His Honor, the Mayor requested the Women's Civic League to organize a Clean-Up Campaign, promising the support of the Police, Health and Street Cleaning Departments. The Commissioner of Street Cleaning designated the sections needing most urgent attention. As some of these districts were in the sections of the city inhabited by colored people, we approached the President of the Coöperative League and a committee was formed with women from other organizations enlisted to aid. Headquarters were at the Colored Y. W. C. A. where the Secretary has a desk and telephone. Meetings were held there. Buttons marked "Clean Up," provided by the Women's Civic League, were distributed, also large placards printed by the city, bearing slogans, were tacked on gates, displayed in neighborhood shops and any place where they would be seen. Routes

were laid out and a leader appointed for each group. The women inspected the streets and alleys apportioned to them, approached the individual householder to solicit her aid and support for a cleaner city, and left a placard with her which she was asked to display in her window. The city collection carts were also decorated with these signs.

The response was most gratifying, and reports of bad conditions encountered soon filled the office. To make the scope wider, the children were enlisted. They patroled the streets, held parades and sang a health song, and, of course, interested the parents in the work.

A similar campaign was carried on among the white residents where the streets were in bad condition. The spirit of coöperation was splendid, and placards printed in Italian, Polish, and Yiddish were left at those places where foreigners congregate, so that they, too, would know the rules and regulations of the Street Cleaning and Health Departments.

In the summer of 1929 nearly 400 of the 3,000 gardens entered in the Garden Contest belonged to colored people, and each year a flower market is held, to encourage the growing of flowers.

This year Baltimore's fifth Zoning Ordinance is pending in the City Council. The first law passed some years ago was declared unconstitutional by the Court of Appeals as to its "use" provisions. The second ordinance was likewise held to be unconstitutional. A third ordinance was passed and upheld by the Court of Appeals. Conflict arose as to its provisions and the provisions of the old Mayor's ordinance, and the code and a fourth ordinance was prepared by a special committee of lawyers. The pending ordinance was prepared by a Commission after two years' careful study of the city, and is based on the State-wide Zoning Act of the last Legislature. Through all these years, the Civic League has worked for a comprehensive zoning act and now welcomes the prospect of a good law.

NEARLY twenty years ago, when the Women's Civic League of Baltimore was organized to improve living conditions, no one in Baltimore could have dreamed that within ten years the women in this conservative city would be voters, but the League was a good school for voters.

TWO NOTABLE PUBLIC STRUCTURES

Kansas City Art Center

By J. C. NICHOLS, Kansas City, Mo.

A MAGNIFICENT art center is coming rapidly into being in Kansas City, reflecting the growth of art interest in the city and its great tributary territory. The William R. Nelson Gallery of Art will be the dominating feature of the great composition, with the Kansas City Art Institute and now, as a result of a recent benefaction, a university, as strong supporting elements.

Although the funds for this impressive undertaking have come from various sources, the bulk was provided under the will of William R. Nelson, founder of the *Kansas City Star*. By its terms, the income from \$12,000,000 is made available for the purchase of works of art. Only the income is available, approximately \$600,000 annually. There now has accumulated more than \$1,500,000 for art purchases, and it is thought this sum may be doubled before the building that will house the art treasures has been completed.

Inspired by Mr. Nelson's legacy, relatives and friends provided by will for the gallery and its site. These bequests include that of \$850,000 from the estate of his widow; \$1,200,000 from the estate of his daughter, Mrs. Laura Nelson Kirkwood; \$500,000 from Irwin Kirkwood; \$150,000 from the estate of Frank Roselle.

The Mary Atkins Museum of Fine Arts will be built from a fund that has grown to approximately \$700,000 from the gift made by Mrs. Atkins seventeen years ago. Projected first as an independent undertaking, recent conferences between the Nelson and Atkins trustees resulted in the decision to combine the building efforts in a single monumental structure of great impressiveness.

The gallery-museum, construction of which is about to begin, will cost approximately \$3,000,000. Designed by Wight and Wight, Kansas City architects, the building is classic in feeling, two stories high, with a frontage of 374 feet and depth of 174 feet. The delineation reveals notably fine detail. The

walls will be of warm pinkish Bedford stone, relieved by insets of yellow Mankato stone and a decorative band of oak leaves. The study presents a seated figure of Mr. Nelson in bronze, immediately before the entrance, and at either side great vases in bronze with figures depicting the four seasons. Bas relief panels may be carved to tell the history of this western country.

The gallery will stand upon the crest of the former Nelson estate, a tract of 20 acres that had been elaborately developed in lawn and gardens in the days when it was the site for Oak Hall, home of the Nelson family, razed in accordance with the requirements of the Nelson will. The site actually became the property of Kansas City by gift from Mr. Kirkwood. After much study on the part of the trustees of the estate, of which the writer is one, with Herbert V. Jones and Secretary of Agriculture, Arthur M. Hyde, associates, it has been decided to extend this tract by the addition of a 30-acre tract bordering it upon the south. Architectural studies have been completed for the treatment of the entire area as a unit.

The ground plan contemplates a Mirror Lake, 400 feet wide and 1,130 feet long. On the side farthest from the gallery, a pavilion is planned, 2,450 feet from the entrance portico, the water-level being 108 feet below it. Ultimately it is planned to surround the sheet of water with examples of the work of celebrated American sculptors. The approach from Brush Creek Boulevard, which bisects the tract, is by broad stairs, with cascades between, the cascades being 165 feet in length.

Flanking the Museum on the west is the 9-acre tract, formerly the A. R. Meyer estate, acquired for \$150,000 by the late Howard Vanderslice and presented to the Kansas City Art Institute for a permanent home. The Meyer residence has been adapted to the Institute's needs and now provides, with its incidental structures, for the 600 students in attendance. By the will of Mr. Vanderslice, a trust fund of \$200,000 is left the Institute, to be paid at the end of ten years, the income to be used for an art library, to help youthful talent and kindred purposes.

The Art Institute recently was provided an auditorium and galleries by the gift of Mrs. U. S. Epperson, who gave U. S. Epperson Memorial Hall, a gothic structure seating 350 persons and developed as an appendage of the main building, as a

memorial to her husband. Equipped with an organ, it is a charming as well as a serviceable addition to the institution's property. It is known that a number of large bequests have been made to the Institute and the program for the future is ambitious.

To the south of the Art Gallery grounds is a 50-acre tract which William Volker, widely known in Kansas City for his philanthropies, recently gave to Kansas City as a site for the University of Kansas City. The enlargement of the university grounds is contemplated, and activities leading to that end are under way. This is not a start in buildings, not an idea of solicitation, although \$5,000,000 will be secured before actual building begins, but a broad plan that through study and conference will gradually develop financial strength through gift and bequest to flower into a great school of higher education.

A great cultural center, with the university a happy neighbor, helpful and helped by the institutions already established or planned in the vicinity, the outlook is one of promise, with the William Rockhill Nelson Gallery of Art assured for the immediate future, likewise the Atkins Museum of Fine Arts, and the Kansas City Art Institute a splendid reality today.

The Sanctuary and Singing Tower

By MAJOR H. M. NORNABELL, Director of the Mountain Lake
Sanctuary and Singing Tower

PERHAPS the best explanation of the Sanctuary and Singing Tower may be found in Mr. Bok's own words:

The inspiration for the Sanctuary and the Tower came of that stuff of which dreams are made. The two combined a dream to carry on the work of my grandfather, who, a hundred years ago, transformed a grim desert island in the North Sea, ten miles from the Netherlands mainland, into a bower of green verdure and trees to which came the birds which made the island famed.

But an inspiration is of little value if it is not carried into realization, and I was fortunate to enlist the deep interest and sympathetic co-operation of two men who are responsible for what the visitor sees: Frederick Law Olmsted for the Sanctuary and Milton B. Medary for the Tower. Naturally, I could not have obtained two men more thoroughly fitted to give me what I wanted to present to the American people for visitation, and what has been so often called "The Taj



Bok Tower

“Mahal of America”—a spot which would reach out in its beauty through the plantings, through the flowers, through the birds, through the superbly beautiful architecture of the Tower, through the music of the bells, to the people and fill their souls with the quiet, the repose, the influence of the beautiful, as they could see and enjoy it in the Sanctuary and through the Tower.

And incidentally it gave me a wonderful opportunity to follow and carry out the injunction of my grandmother to her children and grandchildren: “Wherever your lives may be cast, make the world a bit more beautiful and better because you have lived in it.”

That is the basis upon which the Sanctuary and the Tower rests.

Of the three who made possible the Sanctuary and Tower, the donor, the architect, and the landscape architect, only Mr. Olmstead remains to see it work its miracle of beauty in the souls of men and women. For Mr. Bok and for Mr. Medary the gift of the Tower to the American people was a last gracious act with which to close lives consecrated to beauty.

The Tower, with its carillon of 71 bells with 53 tones, was dedicated for public visitation by Calvin Coolidge, President of the United States, on February 1, 1929. While Mr. Medary embodied the traditions of the great Singing Towers of ancient and medieval times, nevertheless, through the use of native materials, and by basking in the influence of Florida’s tropical coloring, its bird-life and flora, he has given us in the Tower an historic structure, racially American. The grey Creole and the pink Etowah marble came from Georgia, and the coquina rock from Florida is similar to that used by the Spaniards in building their fort at St. Augustine.

The Tower contains the Bell Chamber and two large tanks for watering the Sanctuary. The ground floor is a high-vaulted hall lined with Etowah marble, planned to serve as a study and distinguished by a carved mantel of great beauty. The marble grilles of the east and west windows, carved by Lee O. Lawrie, show traceries of a man sowing a garden and of a boy feeding cranes, peacocks, and flamingoes. Instead of Gothic gargoyles, conventionalized birds are used in the carvings. Massive eagles with folded wings terminate the balconies and are flanked by panels of doves carrying laurel or oak leaves as tokens of peace and strength. The frieze encircling the Tower above the North Dome depicts pelicans, herons, and the fabled characters of the goose, stork and fox, the hare and tortoise. In the lancet

windows by J. Dulles Allen, highly colored faience depicts the rise of life from its undersea forms, like the jelly-fish, through flowers and birds to the figures of Adam and Eve in the central ceramics, showing man's dominion over all creation. The Great North Door by Samuel Yellin depicts in yellow brass repoussé, as in a golden blaze, the six days of creation as recorded in Genesis.

Situated in the center of Florida, the Sanctuary is a natural halt for native as well as migratory birds passing north and south or crossing the highlands from the Atlantic to the Gulf of Mexico. As Florida is also the terminal of the Great Alleghanian flight-tract, many of these birds will nest in the Sanctuary once they are sure of protection. The Sanctuary has more than doubled the amount of wild birds each year. Besides the widely varied foliage which offers shelter to birds of differing needs, thousands of bushes have been planted to supply them with berry-food. Many baths give the shallow drinking-places necessary to migratory birds.

Except the original pines, practically all the planting has been introduced into the Sanctuary since June, 1923, including live oaks, azaleas, Sabal palms, magnolias, gordoniias and Sword and Boston ferns. More than half of the plants have been collected from the wilds, most of them within a radius of 20 miles of the Sanctuary. These contribute greatly to the desired natural effect of Florida hammock scenery.

In the early Druid Sanctuaries of England, the pilgrim had first to purge himself of fear or unrest by a study of nature. So the modern pilgrim may here seek sanctuary from the hurried spirit of the age and find his true self again in a world made better and more beautiful by one who had that service laid upon him for the welfare of his fellowmen.

EVERY beautiful landscape and every beautiful building draws to it thousands of pilgrims who would feast their eyes on beauty. As objects of beauty increase in America, the contrast with the surviving ugliness becomes sharper. Could one imagine the approach to the Bok Tower lined with billboards?

PLANNED COLLEGE CAMPUSES

“Where the Red Roofs Rim the Blue”

By O. L. ELLIOTT, Stanford University, Calif.

EDITOR'S NOTE.—The Stanford University campus is located in the middle of what was once an extensive stock-farm. The low, buff-stone, red-roofed buildings, lying at the base of the foothills, form a series of arcaded quadrangles. On either side of the broad avenue of approach from Palo Alto there is a closely planted arboretum. The straight streets which spring from the quadrangles turn into winding roads as they rise into the hills to give access to the growing colony of homes. From the beginning there was a comprehensive plan which has been adapted from time to time to meet new conditions. In 1928 an excellent panoramic map of present and future roads and buildings was drawn by Della Taylor. Dr. Elliott tells how the architectural *motif* came to be adopted and how it is being applied.

THE architectural design of Stanford University was the work of Charles Allerton Coolidge, a distinguished architect of Boston, Mass. Mr. Coolidge was then just at the beginning of his career, and the Stanford buildings were the first, or among the first, fruits of his independent thinking. They were, in his own words, “the work of a young man who put his heart into it and who thought he had an inspiration.” The inspiration came from a study of the mission architecture so characteristic of California in the days of the padres and so happily blended with landscape, sky, and climate. A pupil and worker under the famous American architect, H. H. Richardson, Mr. Coolidge visioned the possibilities of a further blending of the Moorish with the Romanesque in the creation of a group of buildings which should express the beauty, dignity, and repose of the academic life.

Mr. Coolidge's plan provided for three groups of quadrangles, and sketches were drawn showing all these in relief. The only buildings actually constructed under the direction of the firm of which he was a member (Shepley, Rutan & Coolidge) were those of the inner quadrangle of the central group, Encina Hall (the men's dormitory), and three small detached engineering buildings. In this inner quadrangle the long, low buildings, the wide colonnades, and the open court of the old mission construction, have been reproduced on an imposing scale. The

court is 528 feet by 246 feet, and encloses an area of nearly 3 acres. The buildings are connected by a continuous open arcade facing the court, and the court itself is diversified by circular beds containing flowers and shrubbery. The soft buff sandstone, the great expanse of red tile roof, the wide arcades, the simple but impressive arches, the luxuriance of foliage, the distant glimpses of trees and foothills and mountains give an impression of academic seclusion, serenity, and beauty whose fascination deepens as the months slip by under blue skies and flooding sunshine. A triple-arched entrance, most harmonious in effect, leads into the inner quadrangle, and directly opposite is the massive stone church, a part of the original plan, but built later by Clinton Day, of San Francisco. Originally the church was surmounted by an imposing Romanesque tower and spire, but in the rebuilding necessitated by the earthquake of 1906, these were omitted. The interior is ornately beautiful, with a lavish display of carved stone, stained glass, and mosaics. It is always reposeful, and no place in all the Stanford setting has a deeper hold upon the affections of the thousands of students who bear the Stanford name.

Surrounding this inner quadrangle, Mr. Coolidge planned an outer quadrangle with two-story buildings, wider arcades, facing outward, and across the main axis of approach a Roman arch crowned with a frieze, in sculptured figures of heroic size, representing the "progress of civilization." The buildings of the outer quadrangle were to be tied to the inner quadrangle by connecting arcades and the smaller courts and spaces to be ornamented with shrubs and flowers. In due time this plan was completely realized under different architects and with some modifications of the original design. Unfortunately, the arch was thrown down by the great earthquake and has not been rebuilt.

In the construction of the two quadrangles flanking the central group only a beginning has been made. The first building to be erected was the Thomas Welton Stanford Art Gallery, a one-story building used chiefly for exhibition purposes. Following this came the University Library, the creation of Bakeswell & Brown, of San Francisco, the present architects of the University. The Library stands in the center of this second quadrangle group and terminates the axis of approach as the



Stanford University Campus



The Library, University of Illinois

church does that of the main axis. The second quadrangle will follow the same scheme of arcades which has been made a feature of the general plan, and when the buildings adjacent to the Library are completed, the Library will have a large open court in front flanked with smaller buildings. The Library has been kept in the same style as the other buildings, though an attempt has been made to vary the elements somewhat in order to give interest and variety to the whole group. Entering the Library one sees directly in the center the grand stairway leading up to the main floor and delivery room. This stairway is surrounded with a colonnade on the main floor. Just as the Library itself is the central feature of the second quadrangle, the space under the cupola is the central feature of the Library. For this reason it is given great height, and, in combination with the stairway, it forms the architectural feature of the building. There is a strong suggestion of the Byzantine, as is often found in Romanesque work, which is further carried out by the hanging lights.

Encina Hall, the dormitory planned by Mr. Coolidge, is pure Romanesque, massive in construction, and most harmonious in effect. However, it is no longer considered the best type of dormitory construction. The later residence halls are much more in the Spanish manner, but are also dignified and in keeping with the general scheme.

The most characteristic of the outside groups is the Stanford Union, quite Spanish but quite distinct from the general architectural scheme. On each side of a small but exquisite court are the men's and women's club-houses, respectively. Connecting these and forming one side of the square is the Stanford Union proper, with a generous lobby, dining-halls for men and women and open to the public, and dormitory accommodations for a limited number of advanced students (men). An arcade ties together the club-houses on the fourth side of the square. A fountain is the central feature of the court and flowers are always in abundance.

Gymnasiums and athletic fields complete the material equipment of the University, and these are now completely modern and up-to-date.

Plans for a Great State University at Urbana

By KARL B. LOHMAN, Associate Professor of Landscape
Architecture, University of Illinois

THE new campus that is gradually emerging from the old at Urbana, Ill., is one of the most striking developments among the educational institutions of America. What is happening derives special significance from the character, size, and importance of the University, and the expression of such distinction in the new architectural developments that are beginning to appear upon the campus. It is interesting, if not astonishing, to find on the prairies of eastern Illinois a flourishing State institution that ranks third in size among all the universities of the land. In the course of sixty-two years this educational center in a pioneer commonwealth has developed to an enrollment of 11,000 boys and girls, and to a teaching and research staff of 1,100 trained men and women. The activities of the campus are housed in over a hundred buildings, valued at almost \$15,000,000 and upon a main campus of 400 acres of ground. This does not take into account the medical schools that are a part of this University but are located in Chicago.

The activities and life off the Urbana campus take place largely in the two towns of Urbana and Champaign that crowd up to the University property on two sides. These two beautiful towns, in which many fraternity and sorority houses and other attractive homes adorn the streets, have a combined population, exclusive of students, of about 30,000 people, many of whom are directly interested in the University.

The developments that are taking place upon the main campus are being guided by the thought and attention of campus planners and by well-coördinated plans that are now being followed. In fact, the visible results today are the expression of a succession of attempts that have been made during the last several years to coördinate a number of early buildings, haphazardly placed, into an architecturally sound scheme.

To Prof. J. M. White, the Supervising Architect, more than to anyone else, should be given the credit for activities during the last several years. In connection with the newer buildings, Charles A. Platt, Architect, of New York, has served conspicu-

ously as consultant. More recently still, the services of Ferruccio Vitale, Landscape Architect, have been enlisted to advise on the landscape architectural necessities of the campus.

The University of Illinois is gradually, but not without some difficulty, getting away from the kind of development that is so typical of our educational institutions in America. The difficulty has its roots in the fact that the University began in the worst period of architectural decadence and therefore did not have the advantage of a definite architectural heritage to pattern after. Until a decade or more ago, each of the successive buildings at the University of Illinois came to express the architectural trend or whim of the moment. Consequently, one still sees about him here, in the older parts of the campus, traces almost too evident of inharmonious cornice lines and types of architecture reflecting not only different periods of architectural thought, but also changing National tastes, changing administrative and educational policies, and alternating financial ups and downs. They represent a pioneer attempt to satisfy myriad human needs, both intellectual and physical, that a newly blossoming university had to face, and today has to face to an even more pronounced degree.

The T-shaped campus property of the seventies is still recognizable in the present groupings of the buildings. At the northern portion (the lower end of the T) was the point of the beginning of the campus. This is where the original brick seminary stood with its adjacent grounds. The opposite or southern part of the campus, the cross-bar of the T, was occupied by experimental orchards, a forest plantation, and other experimental grounds between them. Beyond these lay the Mount Hope Cemetery that still remains. Today the principal evidences of new development are out in the southern portion of the campus. What was once the beginning of the campus is now the scene of the varsity baseball-field, with old gymnasium buildings at one end of it. This side of the gymnasium buildings is the engineering group, compactly arranged, a group that is eventually to be supplanted by a quadrangular arrangement that will more nearly fit the main long axis of the University development. Beyond the engineering group to the south, and along Green Street, is an open, park-like stretch with a collection of large, friendly trees that serves not only as a center for

alumni reunions at commencement, but whether intended so or not, it gives the appearance of a forecourt and main approach to the University.

Just beyond is a great quadrangle of some 1,000 by 400 feet, enclosed by seven or eight major buildings presided over at the southern end by the domed Auditorium. Along one side of this quadrangle, under immense overspreading elms, is the broad-walk. Between classes it presents a most impressive sight, as it concentrates upon it thousands of boys and girls that are on their way from class to class. This walk leads southward past the Auditorium to the newer developments that are becoming the main center of the campus and the glory of "Illinois."

Only five years ago this part of the campus was a prairie bordered by an orchard. In place of this one sees the magnificent Library (1926-27) that to date has cost almost \$2,000,000. Next to it is the Commerce Building (1926). Across from the latter is the Agricultural Building (1925), which houses the largest School of Landscape Architecture in the country. Around the corner from the Commerce Building is the Architectural Building (1927) which is occupied by the largest School of Architecture. Other important new buildings have been introduced in this and other portions of the grounds—including the Stadium, New Gymnasium, Testing Laboratory, and McKinley Hospital.

New plans provide for a succession of quadrangular developments that lie along a north and south axis, and a transverse line of development to be marked by a campanile-like structure at the point of intersection of the two axes.

The Georgian style chosen for the new developments, was one which seemed best in a country where brick is easily secured and stone is scarce and expensive—a style which was used by the early builders of America and which is closely intertwined with our American traditions. Judging from the various types of buildings that have been treated in accordance with this Georgian style, it seems to lend itself to diverse types of expression. By the use of such features as chimneys and dormers, together with various other details, an attempt has been made to give to the buildings a domestic, livable character. Without being stiffly formal or monumental, the buildings have achieved dignity, scale, vigor, fitness, and beauty.

Our Contributors

HORACE M. ALBRIGHT, a graduate of the University of California, came to Washington as a clerk under Secretary of the Interior Franklin K. Lane. For ten years he served as Superintendent of Yellowstone National Park and as assistant Director of the National Park Service in the field. When Stephen T. Mather was forced to resign because of ill health, Mr. Albright, his friend and associate, was appointed Director of the National Park Service.

H. W. ALEXANDER, a graduate in Civil Engineering of the Sheffield Scientific School of Yale University, after serving as City Engineer of Manhattan, Kans., joined the staff of Harland Bartholomew & Associates.

HAROLD ALLEN, who is an attorney in the U. S. Bureau of Internal Revenue, has the honor of being the first to propose a National Park in the Blue Ridge Mountains of Virginia. He has been a frequent visitor at Skyland, is an active member of the Potomac Appalachian Trail Club, and editor of the Trail Club Guide Book.

ROBERT C. BARNETT, Vice-Chairman of the Jefferson City Planning and Zoning Commission, is connected with the Missouri State Highway Department, is a civil engineer who writes technical and lay articles, and who devotes much of his time to civic improvement.

J. M. BENNETT, besides being the Superintendent of Parks and Forestry of the Wayne County Road Commissioners, is the author of "Roadside Development," a book issued in the Land Economic Series, edited by Dr. Richard T. Ely.

HERMON C. BUMPUS, scientist and educator, has been Professor of Comparative Anatomy at Brown University and Director of the Biological Laboratory at Woods Hole. He has served as Business Manager of the University of Wisconsin and as President of Tufts College. He is now Chairman of the Executive Committee on Museums in National Parks and active in the American Association of Museums.

ARNO B. CAMMERER, a native of Nebraska, and a graduate of George-

town University, was formerly Secretary of the National Commission of Fine Arts and is now Associate Director of the National Park Service. The eastern National Parks, proposed and existing, have been in his special charge.

HENRY P. CHANDLER was educated at Stanford, Harvard, and the University of Chicago. He was formerly President of the Chicago City Club, is an attorney in active practice, and is now a Director of the Chicago Regional Planning Association. He is associated with many philanthropic and civic movements.

CHARLES H. CHENEY was educated at the University of California and the Ecole des Beaux Arts, was associated in New York with Charles A. Platt, became consulting architect of Berkeley, Calif., and has served as city planning consultant for many California communities. He now lives at Palos Verdes, described in the 1929 "Civic Annual," where he serves as consultant. He is active in movements to educate the public to a better appreciation of the beautiful in architecture and landscape.

STEPHEN CHILD, author of many books and articles on landscape architecture and city planning, has moved from Massachusetts to the Pacific Coast where he maintains a home in Palo Alto, an office in San Francisco, and occasionally journeys into Arizona on city-planning missions.

DON B. COLTON, Member of Congress from Utah, is now Chairman of the Public Lands Committee of the House of Representatives. He has served in both Houses of the State Legislature and has acted as receiver for the U. S. Land Office. His knowledge of public-land problems is both extensive and penetrating.

ARTHUR C. COMEY was educated in the Harvard School of Landscape Architecture, has prepared various town and park plans, was a member of the Town Planning Division of the U. S. Housing Corporation during the war, and is an active member of the Appalachian Mountain Club and various New England trail clubs. He is an advocate of light hiking equipment and an enthusiastic skier.

LOUIS C. CRAMTON, Member of Congress from Michigan, is Chairman of the sub-committee in charge of appropriations for the Department of the Interior. He has acquainted himself with the problems of the National Park Service and initiated a liberal and sympathetic financial policy in developing National Parks. He is the author of a number of bills for National Parks and Monuments and of H.R. 26 to finance a comprehensive park system for the Federal City Region.

JACOB L. CRANE was educated at the University of Michigan and Harvard, began his city-planning practice in Washington, D. C., and settled in Chicago in 1922, where he has been making plans for Middle West towns.

S. R. DE BOER, landscape architect and city planner, has prepared a number of plans in Colorado and Wyoming which are designed to take the native scenery into account.

FREDERIC A. DELANO has been associated with three of the outstanding city and regional plans in the United States. He was President of the Commercial Club of Chicago when the Burnham Plan of Chicago was promoted, he has served for seven years as Chairman of the Committee for the Regional Plan of New York and Environs, has been a member of the National Capital Park and Planning Commission since its creation in 1926, and Chairman since 1929. As President of the American Civic Association since 1925, Mr. Delano has headed the movement started by his predecessor, Dr. J. Horace McFarland, to lay before the citizens of the country non-technical information concerning planning accomplishments and civic achievements.

JAY DOWNER, Chief Engineer of the Westchester County Park Commission, has made Westchester County known for the creation and operation of parkways, club-houses, and a waterside amusement park serving local recreation needs and resulting in a decided increase in private property values.

J. F. DYER, who is serving two shade tree commissions in New Jersey, is a forester and landscape architect. He is particularly interested in birds and is active in educating young boys to a better appreciation of Nature.

CHARLES W. ELIOT 2d, is the grandson of the late Dr. Charles W. Eliot of Harvard University, and the son of Dr. Samuel A. Eliot. He was educated at Harvard University, is a graduate of the School of Landscape Architecture, and since 1926 has been Planner on the staff of the National Capital Park and Planning Commission.

RICHARD N. ELLIOTT, Member of Congress from Indiana, and now Chairman of the House Committee on Public Buildings and Grounds, first practiced law and then served in the Indiana State legislature. Mr. Elliott has sponsored the extensive Federal public building program throughout the United States.

O. L. ELLIOTT was educated at Cornell University, where he took his doctor's degree. He became Registrar at Stanford University when it opened its doors in 1891, and since 1925 has been *emeritus*. Dr. and Mrs. Elliott have a most charming hillside home and garden on the campus overlooking the Quadrangle.

HERBERT EVISON was educated at Trinity College, Hartford, Conn. He is a lover of the out-of-doors, has been engaged in newspaper and editorial work in the State of Washington, and now, as Executive Secretary of the National Conference on State Parks, with headquarters in the city of Washington, he is promoting the sound extension and development of State recreational areas.

F. STUART FITZPATRICK was educated at Trinity College and Columbia University, and is now Manager of the Civic Development Department of the Chamber of Commerce of the United States.

GEORGE B. FORD, educated at Harvard University, Massachusetts Institute of Technology, and the Ecole des Beaux Arts, was associated with George B. Post & Sons, architects, and then became Vice-President of the Technical Advisory Corporation. He is City Planning Consultant to the U. S. War Department, and has lately become General Director of the newly organized Regional Plan Association of New York.

JAMES FORD is Professor of Social Ethics at Harvard University, and also Director of Better Homes in America. During the war he was

Manager of the Homes Registration and Information Division of the U. S. Housing Corporation and Editor of Volume I of the Report. He is the author of "Social Problems and Social Policy" and "Coöperation in New England." James and George B. Ford are brothers.

WILLIAM A. R. GOODWIN, clergyman and educator, is head of the Department of Biblical Literature and Religious Education in the College of William and Mary, Rector of Bruton Parish Church, and leader in the movement to restore historic Williamsburg, capital of Colonial Virginia, which is now proceeding with funds granted by Mr. John D. Rockefeller, Jr., and which may, under the Cramton Historic Monument Bill, ultimately be administered by the National Park Service.

U. S. GRANT 3d, the grandson of General Grant, is an officer in the Engineer Corps of the U. S. Army, assigned to duty in Washington as the Director of Public Buildings and Grounds and so *ex-officio* Executive Officer of the National Capital Park and Planning Commission. He is in charge of the construction of the Arlington Memorial Bridge and has been selected associate director of George Washington Bi-Centennial Commission.

JOHN M. GRIES, economist, educated at Miami (Ohio), Wisconsin, and Columbia Universities, has been lecturer and director of the Harvard School of Business Research. He was chosen by Mr. Hoover to organize the Division of Building and Housing in the U. S. Department of Commerce in 1921, and is now in charge of the Division of Public Construction. He has been connected with and is now Treasurer of Better Homes in America, and is joint author of "How to Own Your Home."

BRYANT HALL, a native of Boston and graduate in Civil Engineering from the University of California, spent two years in France with the 18th Engineers, four years with the National Housing Association, and, after practicing engineering in Pasadena, joined the staff of the Los Angeles Regional Planning Commission where he is now Research Engineer and editor of "Regional Planning Notes."

S. HERBERT HARE was educated at the Harvard School of Landscape Architecture, served in the Town Planning Division of the U. S. Housing Corporation during the war, and as a member of Hare & Hare has made many city and park plans. Mr. L. B. Ryon was associated with Mr. Hare as the resident engineer in the plan of Houston.

CHARLES E. HATCH, Engineer for the Lucas County Planning Commission, Secretary of the local chapter of the American Association of Engineers, Treasurer of the Toledo branch National Aeronautic Association, and organizer of the Toledo Citizens Plan Association, is specially interested in improved aviation facilities, elimination of grade crossings, and hopes to see a complete system of parks and boulevards along Toledo's three rivers and a memorial highway from Toledo to Fort Wayne.

THOMAS S. HOLDEN, educated at the University of Texas and Massachusetts Institute of Technology, taught mathematics at both schools and practised architecture in Massachusetts and Ohio. He has been a statistician for the U. S. Department of Labor and is now with the F. W. Dodge Corporation where he has developed statistics of construction activity.

JOHN IHLDER, a graduate of Cornell University, entered the newspaper field, then, after two years with the Grand Rapids Chamber of Commerce, became Field Secretary for the National Housing Association. He was Managing Director of the Philadelphia Housing Association, Manager Civic Development Department of the Chamber of Commerce of the U. S., and is now Director of the Pittsburgh Housing Association. He has written many articles on city planning and housing subjects.

E. DANA JOHNSON, of Santa Fe, is editor of the *New Mexican*, an evening paper which has exercised a real influence in the establishing of the Santa Fé type of architecture.

ELIZABETH B. LAWTON, Chairman of the Billboard Committee of the General Federation of Women's Clubs and of the Council for Protection of Roadside Beauty, is now, under the auspices of the American Nature Association, conducting State Road-

side Surveys. Mr. and Mrs. Lawton live at Glens Falls, N. Y.

HAROLD M. LEWIS is the son of the late Nelson P. Lewis, and collaborated with his father in preparing the second (1922) edition of that excellent book, "The Planning of the Modern City." He is the Executive Engineer of the Regional Plan of New York, and in the Bayonne Plan he was assisted by Charles M. Herrick.

W. B. LEWIS, a civil engineer from the University of Michigan, made topographical surveys for the U. S. Geological Service, accompanied two National Geographic Society expeditions to Alaska, and was sent to the Argentine Government to aid in exploratory surveys of Patagonia. Since 1906 he has been Superintendent of Yosemite National Park, until he came to Washington as Assistant to the Director of the National Park Service in charge of land matters.

KARL B. LOHMAND is Associate Professor of Landscape Architecture at the University of Illinois, where he is teaching classes in city planning and landscape work, and is also connected with the Division of Landscape Architecture which is planning for the future.

THOMAS H. MACDONALD, now Chief of the U. S. Bureau of Public Roads, was educated as a civil engineer at the Iowa State College of Agriculture and Mechanic Arts at Ames. For fifteen years he was Iowa State Highway Commissioner. Mr. MacDonald was a pioneer in the improvement of hard-surfaced roadways. He is now pioneering in the field of roadside improvement, where the next ten years may bring a revolution equal to that of the past decade.

R. S. MACELWEE is a member of the firm of MacElwee & Crandall, Inc., Industrial and Civil Engineers, with offices in Cambridge, Mass. He was educated at Columbia and the University of Berlin. He is the author of a goodly number of books and articles on port development and foreign trade and shipping.

DAVID L. MACKAYE, educated at San José State College, University of California, and Stanford, is now Director of Adult Education in the San José Public Schools. He was once on the *Honolulu Advertiser*, served

four years in the Hawaiian Health Service, and two years as editor of the *Tulare Advance*.

WARREN H. MANNING is the grandfather of the American Civic Association, having proposed the first landscape organization which, as the American Park and Outdoor Art Association, merged, in 1904, with the American League for Civic Improvement to form the American Civic Association. A landscape architect and city planner in active practice and Chairman of the American Civic Association Nation Plan Committee, Mr. Manning has also devoted much attention to the civic education of the public.

BLEECKER MARQUETTE is executive of a consistently effective housing association, which has aided in the education of the Cincinnati public to demand city and regional planning as well as better housing. He has been actively interested in promoting Federal City legislation.

GERTRUDE E. MASON, as Chairman of the Civic Committee of the Business and Professional Women's Club of Tucson, has led a most vigorous campaign of education to promote a permanent planning commission and a comprehensive plan for this picturesque university town of the far Southwest.

J. HORACE McFARLAND, President of the American Civic Association from 1904 to 1925, is the Treasurer of the J. Horace McFarland Company which operates the Mount Pleasant Press. He is an authority on roses, Editor of "The Rose Annual," President of the American Rose Society, and has served on a committee on the nomenclature of plants. He plays the organ, and was the initiator of the May Music Festival in Harrisburg. The charming Harrisburg waterfront is due largely to his effective leadership in municipal affairs. As a promoter of beauty in buildings and landscapes and a fighter of civic nuisances, including unsightly billboards, Dr. McFarland has achieved National renown.

ANDREW W. MELLON, who has been Secretary of the Treasury for more than ten years, was in private life a banker and director of numerous financial and industrial corporations. The great public building program

authorized by Congress is under his direction. His article in the "Annual" shows his keen interest in the architectural beauty and unity of the Federal City public buildings.

CHARLES MOORE was Editor of the Plan of Chicago and the Plan for the Improvement of Washington issued by the McMillan Commission. He has been a member of the Commission of Fine Arts since its creation in 1910 and Chairman since 1915. For ten years he was Acting Chief of Manuscripts in the Library of Congress.

BERNARD J. NEWMAN, educated at Harvard and University of Pennsylvania, was Secretary of the Philadelphia Housing Commission, Director of the Pennsylvania School of Social Service and Public Health, then with the U. S. Public Health Service, and is now Managing Director of the Philadelphia Housing Association. He has served twice on the Zoning Commission and is now Vice-President of the Regional Planning Federation and President of Better Housing, Building and Loan Association.

J. C. NICHOLS was educated at the University of Kansas and Harvard. He is the creator of the Country Club District covering 3,000 acres in Kansas City, and is a pioneer in applying modern city-planning principles to home neighborhoods. For some years he has been experimenting with decentralized shopping districts. His experience should prove valuable to other communities.

JOHN NOLEN, educated at the Universities of Pennsylvania and Munich, was for ten years active in University Extension work and now practices city planning and landscape architecture, in Cambridge, Mass. He has a "ten-foot shelf" of city-planning reports to his credit.

H. M. NORNABELL, a retired Major in the British Army, made a brilliant record in the World War. He was decorated with the Distinguished Service Order and the Order of the British Empire. He is now Director of the Mountain Lake Sanctuary.

RUTH BRYAN OWEN was Vice-President of the Board of Regents and member of the faculty of the University of Miami when she was elected to Congress. For many years she has interested herself in welfare and civic organizations. Her trip of inspection

to the Everglades has made her an advocate of the conservation of its unique flora and fauna.

BENJAMIN RITTER, a native of Indiana and a graduate of Valparaiso University, was supervisor of vocational training schools for ex-service men in the Pennsylvania district of the U. S. Veteran's Bureau. He is now Executive Secretary of the Pennsylvania Housing and Town Planning Association, and is taking special courses at the University of Pennsylvania in sanitation and other subjects.

IRVING C. ROOT graduated from Kansas State College in Horticulture and received a master's degree from Massachusetts State College in Landscape Architecture and City Planning. He has served as Landscape Architect for the Country Club District of Kansas City, instructor in Massachusetts State College, technical assistant in the office of John Nolen, and is now Chief Engineer and City Planner of the Maryland National Capital Park and Planning Commission.

ROBERT M. ROSS, a native of Providence and a graduate of the Biltmore Forest School, was a regimental Sergeant Major during the World War. He resigned as Commissioner of Forestry in Vermont to become Secretary of the Connecticut Forest and Park Association.

CHARLOTTE RUMBOLD was in charge of the pioneer St. Louis Housing Survey. She is now Assistant Secretary of the Cleveland Chamber of Commerce and President of the Ohio Conference on City Planning.

EDITH SAMPSON is Editor of "Municipal Facts," published by the city of Denver, and containing, each month, interesting pictures and articles of Denver's buildings and scenic setting.

ROY LYMAN SEXTON, a practicing physician in charge of a clinic of diagnosis and internal medicine, has prepared interesting slides and lectures on the mountain people. His hobbies are water sports and yachting. He is the donor of the first shelter-house to be erected along the Appalachian Trail in the Blue Ridge region.

ALLISON SHAW has served the Women's Civic League of Baltimore for a number of years as Executive

Secretary. She is a member of the National Association of Civic Secretaries.

HARRY W. SHEPHERD, educated at the University of California, has practiced as an architect of gardens since 1915 except for war service. He is Associate Professor of Landscape Design in the University of California, but served as Landscape Consultant of the State Park Commission during a year's leave of absence.

FLAVEL SHURTLEFF has for twenty years been active in the field of city planning. He was educated at Harvard, is a lawyer by training, and a city-planning executive by practice. As one of the organizers and Secretary of the National Conference on City Planning, Mr. Shurtleff knows the trend of city planning.

EDWARD L. STONE is Chairman of the City Planning and Zoning Commission of Roanoke, Va., President of the Board of Directors of the Stone Printing & Manufacturing Co., Chairman Advertising Committee, Chamber of Commerce, Vice-President of the First National Exchange Bank, etc.

JAMES LYALL STUART was educated in the public schools of St. Louis, Mo., and took his degree as civil engineer at Washington University in that city. After graduation, he joined his father's firm, James Stuart and Co., and in 1906 started in business for himself as construction engineer. He was appointed Secretary of Highways of Pennsylvania by Governor Fisher, January 18, 1927.

EUGENE S. TAYLOR succeeded Walter D. Moody as Manager of the Chicago Plan Commission, a body which has carried on such effective educational work in the schools through the use of Wacker's Manual, lantern-slide lectures, and printed matter, that now, more than twenty years after the publication of the

Plan, projects are authorized and carried out with public approval.

JAMES S. TAYLOR, educated at Harvard University, was first Assistant and then Acting Chief of the Division of Building and Housing in the U. S. Department of Commerce. He is particularly interested in economics, political science, hiking, and canoeing. He was a joint author of "How to Own Your Home," "Seasonal Operation in the Construction Industries," and "Trade Association Activities."

L. DEMING TILTON was formerly associated with Harland Bartholomew in the practice of city planning in St. Louis. He is now Director of County Planning in Santa Barbara County, California.

JOHN R. WHITE, a native of England, with a long and honorable service in the U. S. Army, entered the National Park Service after the World War, and in 1920 became Superintendent of Sequoia and General Grant National Parks.

RAY LYMAN WILBUR, Secretary of the Interior, physician and educator, has been Professor of Medicine, Dean of the Medical School, and President of Stanford University. As Chief of the Conservation Division of the U. S. Food Administration, as President of the California Conference of Social Agencies and the San Francisco Council of Social and Health Agencies, Dr. Wilbur has achieved an enviable record as a conservationist of natural resources and human health.

ROBERT WHITTEM was educated at the Universities of Michigan and Columbia. He was Legislative Reference Librarian in New York State, then Secretary of the City Plan and Zoning Commission of New York, Consultant of the City Plan Commission of Cleveland, and now is a General City Planning Consultant. He was associated with E. P. Goodrich in the plan of White Plains.

Who's Who in Civic Achievement

MEMBERS OF THE AMERICAN CIVIC ASSOCIATION

† Life Member

‡ Member of Executive Board

* Member of a Federal City Committee

§ Member of a Federal City Committee, also General Member

ABBOTT, CHARLES F., New York City. Exec. Dir. Am. Inst. of Steel Constr., Inc. Rendered distinguished service in improving bridge construction.

*ABBOTT, CLINTON G., San Diego, Cal. Ornithologist Natural History Museum.

ABBOTT, ERNEST HAMLIN, New York City. Author. Editor-in-Chief, *The Outlook*. Past Chmn. Exec. Com. Nat. Service Commn. of Congreg. Churches. Mem. Nat. Arts Club.

ABELL, MRS. EDWIN F., Baltimore, Md. Dir. Women's Civic League.

*ABRAMS, LEROY, F. A. A. A. S. Botanist, Stanford Univ., Cal. Mem. Am. Bot. Soc.; Cal. Acad. of Sci.

ACHESON, M. W., JR., Pittsburgh, Pa. Lawyer. Trustee Washington & Jefferson Coll. and Shady Side Acad.; Pres. Leg. Aid Soc.; Pittsburgh Housing Assn. Mem. Council of Welfare Fund.

ADAMS, BYRON S., Washington, D. C. Printer. Mem. U. S. C. of C.; Bd. of T.; Mchts. and Mfrs. Assn.; Better Bus. Bur.; Community Chest. Interested in D. C. law enforcement and traffic relief.

*ADAMS, HOWARD A., Seattle, Wash. Interested in Federal City.

ADAMS, JOSEPH, Chicago, Ill. Mem. Mun. Art League; Art Inst.; Chicago Crime Commn.; Citizens' Assn.; Mun. Voters' League; Legislative Voters' League; Civ. Serv. Assn. of Chicago; Civ. Serv. Reform Soc., N. Y. City. Trustee Ill. Humane Soc.; Chicago Hist. Soc.

†ADAMS, THOMAS, New York City and London, Eng. Author. Consultant, Reg. Plan of N. Y. and Its Environs; Chmn. Reg. Plan Com. Mem. Bd. of Dirs. Nat. Conf. on City Planning. Interested in regional and city planning.

ADDAMS, JANE, Chicago, Ill. Writer and lecturer on civic improvement. Founder social settlement, "Hull House." Mem. Woman's City Club; Woman's Club; Nat. Child Labor Com.; Nat. Conf. of Social Work. Special interest: better housing.

AGAR, JOHN G., New York City. Lawyer. Past Mem. N. Y. Bd. of Edn.; V.P. Nat. Civic Fed.; Pres. Reform Club. Mem. Mun. Art Soc.; Nat. Arts Club; War Dept. Com. on Training Camp Activities; Westchester Co. Park Com.

†AHLSTROM, C. F., New York City.

*AINSWORTH, Mrs. C. F., Phoenix, Ariz. Interested in Federal City.

†AINSWORTH, J. C., Portland, Ore. Banker. Rendered important service in furthering and developing the city plan of Portland as Chmn. City Planning Commn. Interested in Federal City.

ALBRIGHT, HORACE M., Washington, D. C. Dir. Nat. Park Serv., U. S. Dept. Interior. Mem. Nat. Cap. Park & Planning Commn.; Am. Forestry Assn.; Am. Soc. Mammalogists; Am. Bison. Soc.; Sierra Club. Interested in parks, playgrounds, conservation of wild life, elimination of outdoor advertising signs, roadside beautification, and city planning.

†ALDEN, CHARLES H., Seattle, Wash. Mem. City Planning Commn.; Mun. League; V. Chmn. City Planning Com., State Chapt. A. I. A.; past Mem. and Sec. Zoning Commn.; past V. Chmn. Building Code Revision Commn.; past Chmn. City Plan and Development Com., Mun. League. Special interests: city planning and development of the Federal City.

*ALDIS, ARTHUR T., Chicago, Ill. Sec. Friends of Am. Art Assn.; Trustee Art Inst. Interested in Federal City.

ALLEN, FULTON, Salisbury, Md. Occasional lecturer on landscape art and practical botany. Interested in billboard regulation and roadside improvement.

ALLEN, HAROLD, Washington, D. C. Attorney-at-Law U. S. Treas. Dept. Past Dir. Legis. Conv., Juvenile Court Assn.; Civic Club of Allegheny Co.; Child Welfare Assn.; V.P. Leg. Aid Soc.; Sec. Orchestra Assn., all of Pittsburgh. 2d V.P. Northern Va. Park Assn.; Mem. of Council Potomac Appalachian Trail Club; Bd. of Govs. Arts Club; Oregon Trail Memorial Assn. Active in the cause of conservation, and originator in the movement to create Shenandoah National Park.

*ALLEN, R. C., Bonita, Cal. Interested in Federal City.

AMES, JOHN S., Boston, Mass. Rendered service in protection of Nat. Parks.

ANDREWS, CHARLES E., JR., New Bethlehem, Pa. Pres. 1st Nat. Bk. Interested in banking, economics, and civic improvement.

ANSCOMBE, EDMUND, Wellington, N. Z. Architect, structural engr. and community planner.

*ANSFELD, FREDERICK, Montgomery, Ala. Architect. Interested in Federal City.

*ARMSTRONG, L. K., F. A. A. A. S., Spokane, Wash. Mem. N. W. Sci. Assn.; English-Speaking Union; Hon. Mem. Assn. Engrs. of Spokane. Interested in metallurgy and Federal City.

§ASPINWALL, CLARENCE A., Washington, D. C. Mem. Bd. of T.; Rotary Club; City Club; Bd. of Dirs. Washington Y. M. C. A. Dir. Fine Arts Soc. Sec. Community Chest. Trustee George Washington U. and Garfield Memorial Hosp.

ATKINS, F. L., Rutherford, N. J. Nurserymen. Mem. Bd. of Dirs. N. J. St. C. of C.; Bergen Co. C. of C.; U. S. C. of C.; Reg. Plan Assn.; Mchts. Assn. of N. Y.; Mfgs. Assn. of N. J. Keenly interested in the conservation of natural resources and roadside planting and improvement.

§ATKINSON, WADE H., Washington, D. C. Physician. Interested in rural education and public health.

ATWATER, HELEN W., Washington, D. C. Home Economist. Editor *Journal of Home Economics*. Mem. sci. staff, office of Home Economists, Dept. of Agr. 1909-23. Served as Exec. Chmn., Dept. of Food Production of Woman's Com., Council of Nat. Defense. Mem. Home Economics Assn.; A. A. U. W.; Nat. Women's Press Club. Author of numerous bulletins (Dept. of Agr.) and other publications on institution and home economics.

AUB, DARRELL PRESTON, Washington, D. C. Mem. C. of C.; Nat. Press Club; City Club. Interested in "Better Washington."

*AYER, MRS. W. B., Portland, Ore. Interested in Federal City.

BABBOTT, FRANK L., New York City. Ret. Manufacturer. V.P. Bd. of Edn., N. Y.; Former Mem. Brooklyn Bd. of Edn.; Pres. Packer Collegiate Inst.; Trustee Pub. Library; V.P. Free Kindergarten Soc.; Pres. Inst. Art and Sci.; Trustee Academy of Music (all of Brooklyn); V.P. Mem. Art Commn.

†BACKES, H. J., Humphrey, Nebr. Nurserymen.

*BACON, JOHN L., San Diego, Cal.

BADE, WILLIAM FREDERICK, F. A. A. A. S., Berkeley, Cal. Professor. Mem. Cal. Acad. of Sci.; Am. Philol. Assn.; Nat. Inst. of Social Sci.; Sierra Club; V.P. Soc. for Preservation of Nat. Parks; Pres. Cal. Assn. Soc. for Conservation of Wild Life. Editor Sierra Club Bulletin; Author; Lit. Executor of John Muir. Especially interested in development of local, State and Nat. Parks.

*BAILEY, WHEELER J., San Diego, Cal.

BAKER, GEORGE BRAMWELL, Chestnut Hill, Mass. Banker. Dir. Brookline Trust Co.; Pres. Bd. Overseers Boys' Club of Boston; Dir. Boys' Club Fed. of Am.; Trustee Boston U.; Pres. Chestnut Hill Garden Club. Active in the promotion of home gardens and horticulture.

BAKER, HORACE H., Pittsburgh, Pa. Bd. Mem. and Past Pres. Civic Club of Allegheny Co. Mem. Welfare Fed. of Social Agencies; Woods Run Settlement; Family Welfare Assn. Active in improving social conditions.

BAKER, SIBYL, Washington, D. C. Dir. Community Center, Dept. of Pub. Schs.

§BALLOU, FRANK W., Washington, D. C. Supt. Schs. Past Pres. and Mem. Dept. of Superintendence, N. E. A.; Chmn. Ednl. Com., Rotary Club; Dir. C. of C. Mem. A. A. A. S.; Edn. Com. U. S. C. of C.

BANNAN, MARTHA R., Pottsville, Pa. Interested in civic improvement.

BANNWART, CARL, Newark, N. J. Supt. Shade Tree Div.; Past Pres. and Dir. N. J. Fed. Shade Tree Commr.; Dir. Broad St. Assn. Interested in shade-tree planting and civic education for boys and girls.

*BARBER, A. B., Bethesda, Md. Chmn. Interf. Conf. of Civic Feds. of Greater Washington Metrop. Area; Pres. Bradley Hills Community League; Mgr. Transportation and Communication Dept., U. S. C. of C.; Dir. Nat. Conf. on Street and Highway Safety.

*BARBER, OSCAR, Berkeley, Cal. Interested in Federal City.

BARD, ALBERT S., New York City. Lawyer. Mem. Exec. Legislat., and City Coms. of Citizens Union; Trustee Legislat. Com. City Club; Exec. Com. and Counsel Nat. Council for Protection of Roadside Beauty; Pres. Mun. Art Soc.; Mem. Am. Forestry Assn.; Civ. Serv. Ref. Assn. (N. Y. and Nat.); Nat. Conf. on City Planning; Nat. Mun. League; Park Assn. of N. Y. City; Prop. Rep. League; Indian Rights Assn.; "Save-the-Redwoods" League, *et al.* Participated in saving Central and City Hall Parks from encroachments.

*BARD, HOWARD B., San Diego, Cal. V.P. San Diego Museum. Mem. Civic Assn.; Bd. State-County Parks Assn.; Cal. Assn. for Adult Edn.; Civic Com., C. of C.; Exec. Dir. Open Forum.

†BARKER, SARAH MINCHIN, Providence, R. I. Mem. Bd. of Civic Improvement and Park Assn.; Prov. Players. Interested in civic drama.

§BARNES, JAMES P., Louisville, Ky. Pres. Louisville Ry. Co. Interested in Federal City.

*BARNES, JULIUS H., New York City. Chmn. Bd. of Dirs., U. S. C. of C. Apptd. U. S. Wheat Dir., July, 1919, by Pres. Wilson.

*BARNHART, MRS. W. E., Seattle, Wash. Interested in Federal City.

BARRON, LEONARD, Garden City, L. I. Horticulturist. Editor *The Water Garden*, *The Garden Library*; Hort. Ed. *American Home*, *Country Life in America*. Mem. A. A. A. S.; Hort. Soc.

of N. Y.; Soc. Hort. Sci. Author "Lawns and How to Make Them," "Flower Growing."

*BARROWS, DAVID, Berkeley, Cal. Professor of Polit. Sci.; Dean and Past Pres. U. of Cal. Mem. Cal. State Commn. on Rural Credit and Colonization; Dir. East Bay Public Utility. Author "History of the Philippines: a Decade of American Government in the Philippines." Interested in the Federal City.

§†BARTHOLOMEW, HARLAND, St. Louis, Mo. City Planner. Engr. City Planning Commn.; expert adviser and dir. of preparation of zoning ordinances for Washington, D. C.; Mem. Consulting Bd. on Street and Traffic Problems, Los Angeles; Planner of about 50 American cities; Past Pres. Am. City Planning Inst.; V. P. City Planning Conf.; Non-resident Prof. of Civic Design, U. of Ill.

†BASSELIN, THEODORE B., Croghan, N. Y. BASSETT, EDWARD M., New York City. Ex-Congressman. Past Chmn. Heights of Building Commn.; Zoning Commn.; Pres. Nat. Conf. on City Planning; Special Counsel City of N. Y. on city planning legislation. Interested in laws and ordinances for organizing land for community purposes.

BATES, ONWARD, Chicago, Ill. Civil Engineer. Trustee Bur. Pub. Efficiency for 12 yrs.; Past Pres. A. S. C. E., Chicago, Ill. and Augusta, Ga. Interested in preserving Niagara Falls.

BAYLIES, WALTER C., Boston, Mass. Merchant. Rendered service in protection of National Parks.

*BEACH, E. L., Palo Alto, Cal. U. S. N. Author. Interested in Federal City.

§BEBB, CHARLES H., F. A. I. A., Seattle, Wash. Architect. Superv. Archt. Washington St. Capitol group; firm Archts. U. of Washington bldgs.

BECKMAN, F. Woods, Altoona, Pa. Chmn. Com. on City Planning and Mun. Affairs, Real Estate Bd.; Dir. Pa. Housing Assn. Mem. Nat. Housing Assn.; Internat. Fed. for Housing and Town Planning; Nat. Conf. on City Planning; Nat. Geog. Soc.

BECKWITH, MRS. DANIEL, Providence, R. I. Interested in National Parks and the elimination of outdoor advertising.

BEDFORD, A. F., Carlisle, Pa. Interested in preserving Niagara Falls.

§BEER, PAUL, Des Moines, Iowa. Mem. City Planning Commn.; City Zoning Commn.; Greater Des Moines Com.; Chmn. Sub-Com. on transit and transportation, City Plan Commn.

BEIGGS, MRS. FREDERIC, Paterson, N. J. Mem. Bd. N. J. St. Fed. of Women's Clubs; Bd. of T.; Citizens' Recreation Council. St. Chmn. Com. of Internat. Relations; Past Pres. and Bd. Mem. Woman's Club. Active in promoting public recreation and conservation of natural scenic beauty.

*BELCHER, FRANK J., JR., San Diego, Cal. Interested in Federal City and city planning.

BELFIELD, T. BROOM, Philadelphia, Pa. Interested in civic improvement.

BELL, MRS. CHARLES J., Washington, D. C. Interested in civic improvement.

BEMENT, ALON, New York City. Artist. Dir. Art Center.

§†BENNETT, PARSONS & FROST, Chicago, Ill. Architects. Consultants on city plans for various cities, including Chicago, Pasadena, Fort Wayne, Vincennes, etc. Preparing plans for development of Triangle, Washington, D. C., and for enlargement of Capitol grounds toward Union Depot. Preparing general plans for Chicago World's Fair Centennial Celebration, 1933.

BENTLEY, HENRY, Cincinnati, O. Lawyer. Mem. Bd. Nat. Mun. League; Community Chest; Pub. Health Fed.; Pres. City Charter Com. Interested in organizations for citizen participation in municipal politics.

BERNARD, W. C., St. Louis, Mo. Engineer. Mem. Reg. Planning Fed. Especially interested in standardization of procedure in condemnation and assessment of property for public improvements; in the evolution of textbooks to promote civic pride and civic tradition of children in grade schools; smoke abatement; economic rapid transit and modern industrial housing.

BERNHHEIM, ISAAC W., F. A. G. S., Denver, Colo., and Volusia Co., Fla. Mem. Am. Assn. for Labor Legislation; Am. Forestry Assn.; Am. Econ. Assn.; Acad. of Polit. Sci.; Playground and Recreation Assn.; Nat. Com. on Prisons and Prison Labor. Donor of the Abraham Lincoln statue, by George Grey Barnard, in front of the Pub. Library, Louisville, Ky.; also of the statue of Henry Clay and Ephraim McDowell in Statuary Hall, Washington, D. C.; of 1,300 acres of land near Louisville, Ky., for public use as arboretum and herbarium.

BERNHHEIMER, CHARLES L., F. A. G. S., New York City. Merchant. Pres. Bear Mill Mfg. Co.; Hon. Pres. Am. Arbitration Assn.; Mem. U. S. C. of C.; Internat. C. of C.; Internat. Law Assn.; Dir. Safety First League; Am. Geog. Soc.; Metrop. Mus. Art.; V. P. N. Y. Bd. of T. and Transportation. Patron Mus. Nat. Hist.; on Adv. Com. Sch. of Bus., Columbia U. Author numerous publications, including "Rainbow Bridge." Largely instrumental in opening up the desert country between Colo. River and Navajo Mtn. in north Ariz. and south Utah. Discovered many unknown cliff ruins and dinosaur tracks, pronounced by Am. Mus. of Nat. Hist. as most perfect specimens ever discovered.

*BERRY, ALBERT E., Washington, D. C. Pres. C. & P. Telephone Co.

§†BETTMAN, ALFRED, Cincinnati, O. Lawyer. Dir. and V. P. Bur. of Gov. Research; Trustee Trountine Found.;

Dir. Better Housing League; Chmn. City Planning Commn. Mem. Nat. Mun. League; Nat. Conf. on City Planning; Exec. Bd. and Chmn. local Fed. City Com., A. C. A. Led city-planning movement in Cincinnati which resulted in official city plan. Engaged in promoting, carrying out and protecting city plans in U. S., in municipal research, and in administration of criminal justice. Especially interested in political and legal aspects of city planning.

BEWLEY, MRS. M. P., Fort Worth, Tex. Chmn. Civic Art, Texas Fed. Women's Clubs.

BICKEL, REDDICK H., San Francisco, Cal. Architect and City Planner. Mem. Internat. Fed. for Housing and Town Planning; C. of C.; Bur. Mun. Research; Commonwealth Club. As Mem. of City Planning Com., helped draft City Planning Amendment to Charter of City and County of San Francisco adopted by voters in November (1928) election, by large majority. Interested in beautification of California's State highways, regional plan project for Bay Cities, and San Francisco-San Mateo Survey.

*BICKLEY, HOWARD L., Santa Fe, N. M. Justice Supreme Court, N. M. Mem. New Mexico League of Municipalities; Kiwanis Club; C. of C. While residing in Raton, N. M., was City Attorney for ten years and participated in extensive street improvement program, park creation and improvement, library building, municipally owned water works and electric light plant, municipal auditorium and city hall. Interested in Federal City and Nat. Parks.

†BIDDLE, EDWARD W., Carlisle, Pa. Former Judge. Pres. Bd. Trustees Dickinson Coll.; Pres. J. Herman Bosler Memorial Library. Author.

†† BIDDLE, GERTRUDE BOSLER (Mrs. EDWARD W.), Carlisle and Philadelphia, Pa. Dir. Playground and Recr. Assn. of Am.; Tri-St. Reg. Planning Fed.; City Parks Assn.; Dir. Art Alliance. Mem. (by appmt. of Governor) St. Council of Edn.; Bd. of Govs., Phila. Forum. Founder and for ten years Pres. Civic Club of Carlisle; for seven years Pres. Civic Club of Phila.; Pres. 1907-11 St. Fed. Pa. Women's Clubs, specializing in civic improvements; V.P. and Chmn. Phila. Fed. City Com., A. C. A.; V.P. A. C. A. Together with brothers and sisters built and endowed Pub. Library in Carlisle. Jointly with husband presented equipped athletic field to Dickinson Coll.

BIDDLE, MRS. J. WILMER, Philadelphia, Pa. Pres. Colonial Dames of Am., Chapt. 11. Interested in general civic advance.

*BIGGER, FREDERICK T., Pittsburgh, Pa. Active in planning.

BING, ALEXANDER M., New York City. Pres. Hudson Guild; Exec. Com. N. Y. Bldg. Congress; V.P. City Housing Corp. Interested in better planning and housing. Promoter of Sunnyside and Radburn.

BIRD, MRS. GEORGE E., Yarmouth, Me. Rendering important service in civic education and community advance, as Pres. of the Village Improvement Soc.

*BISHOP, CARL, Santa Fe, N. M.

BLACK, RUSSELL V., Philadelphia, Pa. City Planner and Landscape Architect. Mem. Nat. Mun. League; Nat. Conf. on City Planning; Am. City Planning Inst.; English Garden Cities. Past Dir. Reg. Planning Commn. of Tri-St. Dist. Interested in county and state parks, and forest conservation.

BLAGDEN, MRS. FRANCIS, New York City. Interested in civic improvement.

BLAIN, MRS. THOMAS J., Port Chester, N. Y. Mem. Westchester Co. Recreation Commn. Rendered important service in extension and development of Westchester Co. park and recreation system.

†BLAINE, MRS. EMMONS, Chicago, Ill. Founder Sch. of Edn., U. of Chicago. Former member Bd. of Edn.

§BLAIR, HENRY P., Washington, D. C. Lawyer. Past Pres. Bd. of Edn.; Mem. C. of C.; Bd. of T.

*BLAIR, JOHN J., Raleigh, N. C. Pres. Civitan Club; Treas. N. C. St. Art Soc.; Chmn. Civic Com., C. of C. Keenly interested in highway improvement and civic education, especially civic beauty.

†BLAKE, MRS. ARTHUR WELLAND, Brookline, Mass.

§BLAKE, HARRY, Washington, D. C.

BLAKISTON, EMMA, Ft. Washington, Pa. Bd. Mem. Sch. of Hort., Ambler, Pa.; Council Mem. Farm and Garden Assn.; Mem. Nat. Audubon Assn.; Nat. Forestry Assn.; Pa. Forestry Assn.; Nat. Conf. on State Parks. Interested in horticulture, forestry, and roadside improvement.

BLEECKER, GEORGE M., Minneapolis, Minn. Lawyer. Former Chmn. City Plan Commn.

*BLOOM, SOL, New York City. Congressman. Superintended construction Midway Plaisance, Chicago Expn., 1893.

BLUCHER, WALTER H., Detroit, Mich. City Planner. Sec. City Planning Commn. Mem. Nat. Conf. on City Planning; Am. City Planning Inst.; Mich. Housing Assn.; Internat. Fed. for Housing and Town Planning; Dir. Nat. Highway Traffic Assn. Participated in movement for erection of homes for low-wage earners; the adoption of Master Plan for Detroit; the movement now under way to adopt a Zoning Ordinance; the Civic Center; a Metropolitan Park Plan for Detroit Region.

§BOARDMAN, MISS MABEL T., Washington, D. C. Sec. A. R. C.

BOARDMAN, MISS R. C., Huntington, N. Y. Interested in preserving Niagara Falls and protecting Nat. Parks and Forests.

BOAS, HAROLD, Perth, W. Australia. Councilor of Mun. City of Perth. Chmn. Metrop. Town Planning Commn.; Mem. Town Planning Assn., W. Australia; Town Planning Inst., London. Has done extensive research work in Europe and the U. S. in town planning.

BOASBERG, EMMANUEL, Buffalo, N. Y. Pres. Buffalo Better Bus. Bur. Interested in planning.

BODINE, SAMUEL T., Philadelphia, Pa.

*BOEHL, HERBERT F., Louisville, Ky.

†BOK, MARY LOUISE CURTIS (Mrs. EDWARD W.), Merion, Pa. Mem. Civic Club; Art Alliance; Cosmopolitan Club; Print Club (all of Phila.); Cosmopolitan Club (N. Y.). Created and endowed Curtis Inst. of Music, supplying and furnishing buildings, placing many fine *objets d'art* therein. Built Casimir Hall (H. W. Sellers, Archt.) for concerts at the Inst. A wrought-iron door by S. Yellin is part of Casimir Hall. Erected the building of the Settlement Mus. Sch. Interested in the Pub. Library at Camden, Me. Contributed landscape garden surrounding it, work of Fletcher Steele, of Boston; also gave bronze statue by B. T. Kurts, of Baltimore, for the Library lot beautification. Contributed to the purchase of Camden Village green, landscaped by F. L. Olmsted. Originated and presented, under the auspices of the Curtis Inst. of Mus., a series of free Sunday evening chamber music concerts in the Pa. Museum. Is raising the standard of grand opera through affiliation of the Phila. Grand Opera Co. and the Curtis Inst. of Mus.

§BORDEN, MRS. WALLER, Chicago, Ill. Pres. Am. Opera Soc.; Gen. Bd. Mem. Ill. Children's Home & Aid Soc., V.P. Woman's Bd.; Antiq. Soc., Art Inst.; Dir. Woman's Voters League; Bd. Mem. Fortnightly Club; Mem. "Century of Progress Expn., 1933"; Pub. Sch. Art Soc.; Plan for City Beautiful; Friends of Opera.

BOSANKO, STANLEY E., Floral Park, N. Y. Trustee, Village of Floral Park, Inc. Interested in civic and community improvement.

Boss, HARRY K., Washington, D. C. Realtor. Mem. Bd. of T. Responsible for creation and development of Foxall Village.

*BOTORF, H. C., Sacramento, Cal. City Manager. Interested in Federal City.

BOUTON, EDWARD H., Baltimore, Md. Mem. Mun. Art Soc.; Mus. of Art; Friends of Art; Roland Park Civic League; Archtl. Commn.; Am. City Planning Inst. Actively engaged in the improvement of suburban development.

BOUTON, MRS. EDWARD H., Baltimore, Md. Mem. Mun. Art Soc.; Mus. of Art;

Friends of Art; Roland Park Civic League; Amateur Gardeners Club of Md.; Dir. Garden Club of Am.; V.P. Am. Forestry Assn.

*BOWERMAN, GEORGE F., Washington, D. C. Librarian Pub. Library. Mem. Fed. Club; Councilor of Fine Arts. Interested in development of pub. libraries and parks in Washington.

BOWERS, WHITMAN W., Waterbury, Conn. Interested in Nat. Plan.

*BOYLE, E. R., Washington, D. C.

BRACKEN, F. B., Philadelphia, Pa. Lawyer. Interested in civic improvement.

†BRADLEY, ABBY A., Hingham, Mass.

BRADLEY, RICHARDS M., Boston, Mass. Interested in community advance.

*BRADY, PETER J., New York City. Interested in Federal City.

BRAINERD, HARRY B., New York City. Architect and City Planner. Mem. Am. City Planning Inst.; Nat. Conf. on City Planning; Sec., Engr. City Plan Commn., Elizabeth, N. J.; City Planning and Archtl. Adviser to East Side C. of C., Inc. 1930. Participated in preparing many city plans and drawings for civic centers. Interested in architectural control of the design of building façades.

*BRANCH, H. B., Raleigh, N. C. Interested in Federal City.

*BRANSON, E. C., Chapel Hill, N. C. Kenan Prof., Rural Econ., U. of N. C. Pres. Orange Co. (N. C.) Civic Assn.; Mem. Nat. Mun. League; Nat. Econ. League; Am. Sociol. Soc.; Am. Country Social Work; Gov's Council for Agrl. Betterment in N. C.; State Hist. Soc. Since 1914 engaged in county government field studies in 61 of the 90 rural counties, resulting in: (1) State-wide county government laws; (2) the State Advisory Commn. in county govt. as a permanent detail of the civic establishment; (3) Paul W. Wager's "Administrative County Govmt." U. of N. C. Press; (4) county accountants and county managers in many counties in N. C., thus promoting civic self-expression and self-regulation.

BRAUCHER, HOWARD S., New York City. Sec. Playground and Recreation Assn. of Am.; Chmn. Nat. Soc. Work Council; Mem. Bd. of Dirs. Nat. Information Bur.; Commn. Social Serv.; Fed. Council of Churches of Christ in Am.; Nat. Conf. Soc. Work; Am. Assn. Social Workers; Nat. Arts Club; Town Hall Club. Editor *Playground and Recreation*.

§BRAUN, JOHN F., Philadelphia, Pa. Manufacturer. Mem. Bd. of Dirs. Phila. Orchestra Assn.; Presser Foundation; Sch. of Industrial Art; Art Alliance. Musician and art connoisseur. Interested in Federal City.

†BRAZIER, JOSEPHINE E., Philadelphia, Pa.

*BRICKEN, MRS. CHARLES R., Montgomery, Ala. Interested in Federal City.

*BRIGGS CO., EDSON W., Washington, D. C.
 *BRIGHAM, HENRY R., Boston, Mass. Interested in Federal City.
 BRIMMER, GEORGE E., Cheyenne, Wyo. Interested in civic improvement.
 §BRINCKERHOFF, A. F., New York City. Pres. N. Y. Chapt. A. S. L. A.; Mem. Bd. of Dirs. Fine Arts Fed. of N. Y.; Exec. Com. of Arch. League; Lay V.P. Nat. Sculpture Soc.; N. Y. St. Fine Arts Fed. Now active in movement to restore St. Fine Arts Commn. abandoned by legislature. Recently carried on a successful campaign toward physical restoration of Central Park. Opposed to encroachments on parks. Interested in Federal City.

*BRINKE, GEORGE A., Louisville, Ky. Interested in Federal City.

BRINTON, WALTER, Philadelphia, Pa. Mem. Fairmount Park Art Assn.; Pa. Hist. Assn.; Friends of the Wissahickon Assn.; Mus. of Art. Specially interested in preservation of forests and other natural resources.

BRIX, JOSEPH, Berlin, Germany. Engineer. Interested in city planning.

†BROEKSMIT, J. S., Chicago, Ill.

§BROOKE, FREDERICK H., Washington, D. C. Architect.

BROUGH, CHARLES H., Conway, Ark. Pres. Central College. Rendered important service in development and improvement of public utilities in Little Rock.

BROWN, MRS. ALLEN, Normal, Ill. Interested in civic improvement.

*BROWN, ANNIE FLORENCE, Oakland, Cal. Interested in Federal City.

*BROWN, ARTHUR L., New York City. Interested in Federal City.

*BROWN, ROBERT, Santa Fe, N. M., Physician. Interested in Federal City.

BROWN, COL. FRANKLIN Q., Dobbs Ferry, N. Y. Banker. Was Chairman Advisory Com. Div. of Finance, U. S. R. R. Administration in World War.

BROWN, W. E., Miami Beach, Fla. Civil and Landscape Engineer. Mem. Fla. Engring. Soc. Interested in city and regional planning, and municipal improvements.

*BROWNE, K. L., Kansas City, Mo.

*BRUCE, HELM, JR., Louisville, Ky. Interested in Federal City.

BRUCE, WILLIAM GEORGE, Milwaukee, Wis. Publisher. Former Mem. Sch. Bd.; Mgr. Milwaukee Edn. Exhibits at Chicago Expn.; of Wisconsin Edn. Exhibits at St. Louis Expn. Pres. Auditorium Bd., Harbor Commn.; Great Lakes Harbor Assn.; Mem. Wisconsin Deep Waterways Commn. Author: "Bruce's School Architecture," "History of Milwaukee." Has rendered distinguished service in connection with harbor improvements.

†BRYANT, OWEN, Cohasset, Mass.

BUCK, F. E., Vancouver, B. C., Can. Mem. Fac. U. British Columbia.

BUDD, BRITTON I., Chicago, Ill. Dir. Chicago Auditorium Assn.; C. of C.; Trustee St. Luke's Hosp. Interested in civic education.

BULLOCK, WALLER O., Lexington, Ky. Surgeon. Rendered distinguished service in the fight to preserve Cumberland Falls.

*BUNTING, HENRY S., Lake Bluff, Ill. Interested in Federal City.

BURLINGAME, LUTHER D., Providence, R. I. Mechanical Engineer. Pres. Civic Impr. and Park Assn.; Dir. C. of C.; Nat. Safety Council; ex-Pres. Providence Engr. Soc.; Chmn. Jt. Com. A. S. M. E., and Soc. Am. Engrs. Rendered distinguished service in city planning movement and general civic improvement in Providence.

†BURNAP, GEORGE, Washington, D. C. Landscape Architect. Consultant Mun. Center; Mem. Bd. of T.; Planner Civic Center, St. Joseph, Mo. Designer park systems, Omaha, Nebr.; Council Bluffs, Iowa. Especially interested in city planning and park systems.

‡BURNHAM, D. H., Chicago, Ill. Architect. Pres. Chicago Reg. Planning Assn.; Chmn. Chicago Plan Com., Commercial Club; Mem. Chicago Plan Com.; Citizens Advisory Com. to Cook Co.; Forest Preserve Commr. Interested in project sponsored by the C. of C. to extend regional planning to entire State of Ill.

BURNHAM, MRS. GEORGE, JR., Philadelphia, Pa. Interested in civic improvement.

BURNHAM, MARY A., Philadelphia, Pa. Interested in civic education.

BURT, STRUTHERS, Southern Pines, N. C. Author. Editor *Outdoor America*; V.P. Southern Pines C. of C.; Mem. Assn. for Preservation and Beautification of Highways; Am. Inst. of Arts and Letters. Especially interested in highway improvement and beautification, proper restriction of outdoor advertising, Nat. Parks, and conservation.

†BURTON, CHARLES W., Detroit, Mich.

§BUSH-BROWN, H. K., Washington, D. C. Sculptor. Pres. Arts Club; Mem. Nat. Arts Club; Archt. League of N. Y.

BUTLER, SMEDLEY D., West Chester, Pa. U. S. M. C. Responsible for the development of the first road system in Haiti, 1917. Interested in general improvement of Federal property in Marine Corps stations, and roadside and park development.

*BUTLER, OVIN, Washington, D. C. Exec. Sec. Am. Forestry Assn. Editor *American Forests & Forest Life*. Especially interested in education designed to stimulate the appreciation and use of trees as an essential element in city planning, civic improvement, and social welfare.

BUTT, MRS. L. HAVEMEYER, Tuxedo Park, N. Y. Keenly interested in elimination of outdoor advertising, preservation of wild flowers, and conservation of natural scenic beauty and resources.

BUTTENHEIM, HAROLD S., New York City. Editor *American City*. Pres. Am. City Bur. Corp. Dir. Nat. Campaign which raised over \$3,000,000 for War Camp Community Service; Council and Exec. Com. Nat. Mun. League; V.P. Nat. Plant, Flower, and Fruit Guild; Dir. Nat. Conf. on City Planning. Mem. Nat. Child Welfare Assn.; Nat. Housing Assn.; Am. Public Health Assn.; Am. Proportional Rep. League; Nat. Arts and Town Hall Clubs of New York and Nat. Press Club of Washington. Interested in Federal City.

BUTTRAM, MRS. FRANK, Oklahoma City, Okla. Rendered distinguished service in connection with the Civic Symphony Orchestra in Oklahoma City.

CABANA, OLIVER, JR., Buffalo, N. Y. Banker. V-Chmn. N. Y. St. Bd. of Housing; Dir. C. of C.; Chmn. Buffalo Found.; Mem. Bur. of Mun. Res.; Hist. Soc.; Soc. of Nat. Sci.; Am. Scenic and Hist. Preserv. Soc.; Niagara Frontier Planning Assn. Interested in regional planning.

CADY, JOHN HUTCHINS, Providence, R. I. Sec. City Planning Commn.; Dir. Audubon Soc. of R. I.; V.P. Civic Imp. and Park Assn.; Mem. A. I. A.; Nat. Conf. on City Planning. Especially interested in city planning.

CALLENDER, W. R., Providence, R. I. Merchant. Pres. Commercial Club; Mem. Exec. Bd. Retail Mchts.; C. of C.; Am. Acad. Polit. and Social Sci.; Am. Mus. Natural Hist.; Am. Forestry Assn.; Police Commrn., 1910-13.

CAMERON, MRS. FLORA B., Waco, Texas. Interested in community improvement.

CAMERON, MISS MARY, Harrisburg, Pa. Interested in roadside improvement.

CAMMERER, H. P., Washington, D. C. Sec. Fine Arts Commn.; Mem. Am. Fed. of Arts; Archæol. Inst. of Am.; Nat. Geog. Soc. Interested in Federal City.

CAMPBELL, FRANK G., Arlington Ridge, Va. Mem. Va. Park and Planning Commn.; Past Pres. Arlington Co. Civic Fed.; Interfed. Council; Hume Sch. and Civic League; Arlington Co. C. of C. Interested in billboard control.

CAFARN, HAROLD A., New York City. Landscape Architect. Mem. A. S. L. A.; Archt. League; Council on Nat. Parks, Forests, and Wild Life; City Gardens Club; Nat. Council for Protection of Roadsides Beauty.

CAPPER, HON. ARTHUR, Topeka, Kans. U. S. Senator and Publisher. Gov. of Kansas, 1915-19. Mem. Nat. Cap. Park and Planning Commn.

CARKENER, GEORGE S., Kansas City, Mo. Pres. Liberty Memorial Assn. Instrumental in founding and preserving Liberty Memorial of Kansas City.

CARLSON, CARL OSCAR, Fairfield, Conn. Mem. Am. Rose Soc. Interested in gardens.

CARPENTER, E. L., Minneapolis, Minn. Lumber Manufacturer. Pres. Orches- tral Assn.; Dir. 1st Nat. Bank and Minneapolis Trust Co. Mem. Civic Commn.

CARPENTER, GEORGE O., St. Louis, Mo. Dir. Pub. Library; Trustee Washington U. Mem. Tower Grove Park Bd.; A. I. M. E.; Acad. of Sci.

***CARPENTER, J. S.**, Des Moines, Ia. Interested in Federal City.

CARPENTER, JAMES SALTONSTALL, Washington, D. C. Mem. Civitan Club; Bd. of T.; Pres. The Western High Sch. Home and Sch. Assn. Specially interested in Boy Scouts and real estate subdivisions.

***CARR, ARTHUR**, Washington, D. C.

***CARROLL, JOHN E.**, Seattle, Wash. Pres. City Council. Mem. Plan Commn.

CARSLEY, GEORGE HOLLIS, Helena, Mont. Architect. Mem. Park Commn.; Archt. for gen. plan, Coll. of Mech. Arts, and State U. of Mont. Special interests: development of Federal City and general planning.

CARSON, A. C., Riverton, Va. Judge. Pres. Soc. for the Restriction of Out- door Advertising in Va. Interested in roadside planting and establishment of roadside parks.

CARTER, MRS. J. N., Quincy, Ill. One of the three members composing Quincy Forestry Commn. Active in promoting planting and care of shade trees on streets and highways.

CASE, MISS MARION ROBEY, Weston, Mass. Interested in community improvement and Nat. Parks.

CAUCHON, NOULAN, Ottawa, Can. City Planner. Mem. Council of Town Planning Inst. of Can.; Nat. Conf. on City Planning.

***CHAFFEE, MRS. Z.**, Providence, R. I.

***CHALMERS, MRS. L. H.**, Phoenix, Ariz. Chmn. local Com. on Federal City, A. C. A.

CHANCE, MRS. MERRITT O., Washington, D. C. Pres. Woman's City Club; Mem. Conduit Road Citizen's Assn.; Community Chest. Special interest: city planning for Federal City.

CHANDLER, MISS ALICE G., Lancaster, Mass. Interested in community im- provement, especially free libraries.

†**CHANDLER, HENRY P.**, Chicago, Ill. Lawyer. Trustee Bur. of Pub. Ef- ficiency; Dir. Citizens' Assn.; Plan Commn.; Reg. Planning Assn.; Civ. Serv. Assn. Appointed (by the Governor) Chmn. Ill. Com. on Child Welfare Legislation. Mem. City Club. Rendering important service in the development of the Chicago Regional Plan.

CHAPMAN, COL. DAVID C., Knoxville, Tenn. Chmn. Tenn. Great Smoky Mtn. Park Commn.; Great Smoky Mtn. Conservn. Assn.; Dir. Nat. Conf. on St. Parks. Mem. Tenn. St. Park and Forestry Commn. Special interest National and State Parks.

CHAPMAN, ELLWOOD B., Swarthmore, Pa. Pres. Chestnut Street Assn.; Dir. Housing Assn.; Mem. Traffic Com., C. of C.; City Parks Assn.; Fairmount Park Art Assn.; Bur. of Mun. Res.; Tri-State Reg. Planning Fed.; Acad. of Nat. Sci.; Am. Forestry Assn.; Shenandoah Nat. Park Assn.; Nat. Conf. on St. Parks. Aided in beautification of Philadelphia; solution of traffic problems and passage of zoning ordinance. Now working on through-traffic problems, Swarthmore.

CHASE, ARTHUR TAFT, Boston, Mass. Interested in civic improvement.

CHASE, FREDERICK S., Waterbury, Conn. Manufacturer. Dir. Citizens and Mfrs. Nat. Bank; Pres. Waterbury Hosp.; Mem. A. S. M. E. Interested in the conservation of natural resources.

*CHASE, H. T., Topeka, Kans. Editor. Interested in Federal City.

CHASE, JOHN CARROLL, Derry, N. H. Fellow Am. Pub. Health Assn.; Mem. A. S. C. E., Boston S. C. E., and numerous hist. and genealog. socs.

CHENEY, CHARLES H., Palos Verdes, Cal. City Planner. Sec. Cal. Conf. City Planning; Sec. Palos Verdes Art Jury; Tech. Consultant in City Planning for Santa Barbara, Berkeley, Fresno, Palo Alto, Palos Verdes, and other California towns. Mem. Am. City Planning Inst.; Nat. Mun. League; Nat. Housing Assn. Author of numerous city planning and zoning laws and ordinances.

CHESS, T. LOUIS, San Mateo, Cal. Mem. City Planning Commn.; Sec. S. M. Heights Impr. Assn. Rendered important civic and community service as Commander American Legion. Special interests: city planning and parks.

†CHILD, H. W., Yellowstone Park, Mont. Interested in Nat. Parks.

†CHILD, MRS. H. W., Yellowstone Park, Mont. Interested in Nat. Parks.

CHILD, STEPHEN, F. A. S. L., San Francisco, Cal. City Planner. Mem. A. S. C. E.; Am. City Planning Inst.; Brit. Town Planning Inst.; Past Dist. Town Planner for U. S. Housing Corp. Author "Alum Rock Park" (San José, Cal.), and other important publications on city planning and landscape architecture.

CHILDS, RICHARD S., New York City. Publicist. Pres. Nat. Mun. League. Mem. Editorial Council for Nat. Mun. Review. Interested in government research.

CHRISTIAN, MRS. GEORGE CHASE, Minneapolis, Minn. Interested in better hospital equipment.

†CLAFLIN, MRS. JOHN, Morristown, N. J. As president of Garden Club, has rendered important service in the promotion of home gardens and horticulture.

§CLAGETT, CHARLES T., Washington, D. C. Bd. Mem. C. of C. Mem. City Club.

§CLARK, APPLETON P., JR., Washington, D. C. Architect. Chmn. Com. on Mun. Art, Bd. of T.; Mem. A. I. A.; C. of C. CLARK, MRS. CHARLES DAVIS, Philadelphia, Pa. Interested in the conservation of natural beauty and rendering important service through the promotion of tree-planting, zoning, city parks, and garden development.

CLARK, CLARENCE M., Philadelphia, Pa. Banker. Dir. Playground and Recreation Assn. of Am.; Playground Assn. Mem. Warwick Boys' Club. Rendering important service in the upbuilding of the physical and moral qualities of the growing generation by promotion of Boys' Clubs.

CLARK, MRS. E. WALTER, Philadelphia, Pa. Mem. Civic Club; Housing Assn.; Officer Playground Assn. Keenly interested in street cleanliness and the elimination of courts and alleys.

CLARK, MRS. HOWARD R., University City, Mo. Sec. City Plan Commn. Actively interested in city planning.

CLARK, WALTER E., Charleston, W. Va. Journalist. Mem. Am. Rose Soc.

CLARKE, GILMORE DAVID, Bronxville, N. Y. Landscape Archt. for Westchester Co. Park Commn.; Cons. Landscape Archt. for Mt. Vernon Memorial Highway; Taconic St. Park Commn., Poughkeepsie, N. Y.; Chmn. Com. on Buildings and Structures, N. Y. St. Council of Parks. Special interest: regional and park planning.

†CLAS, ALFRED B., Milwaukee, Wis. Interested in city park development.

CLASSEN, MRS. ANTON H., Oklahoma City, Okla. Mem. Nat. Conf. on City Planning. Interested in Federal City, general city planning and subdivision development.

CLEAVER, MRS. ALBERT N., Bethlehem, Pa. Interested in community improvement.

CLIFFORD, EDWARD, Washington, D. C. Lawyer. Former Asst.-Sec. of Treas.; Mem. Am. Bar Assn. Special interests: Nat. Parks and development of Federal City.

CLOTHIER, MRS. WALTER, Wynnewood, Pa. Mem. Fairmount Park Art Assn.; Am. Forestry Assn.; Bur. Mun. Research; Housing and Town Planning Assn.; Playground Assn.

CLYDE, MISS MARGARET, Philadelphia, Pa. Interested in preservation of Niagara Falls.

COBB, OSRO, Little Rock, Ark. Interested in conservation of natural resources and development of park projects.

COBURN, MISS LOUISE H., Skowhegan, Me. Mem. Adv. Bd. Pub. Library; Park Commn. Town Improvement Soc. Spec. interest: community improvement.

COCHIUS, RUDI H. K., St. John's, Newfoundland. City Planner. Chmn. Housing Com.; Mem. Town Planning Commn.; Suptg. Engr. Newfoundland Highroads Commn.

COCKSHUTT, FRANK, Brantford, Can. Interested in preservation of Niagara Falls.

COHEN, JOSEPH, Ann Arbor, Mich. Sociologist, U. of Mich. Special interests: regional and city planning.

COLBY, WILLIAM E., San Francisco, Cal. Lawyer. Sec. Sierra Club; Chmn. Cal. St. Park Commn.; Councilor "Save the Redwoods" League; Mem. Am. Alpine Club; Boone and Crockett Club. Interested in conservation of forests and natural scenery in California, especially Nat. Parks.

COLDRELL, FRED B., Washington, D. C. Lawyer. Sec. and Admin. Asst. Nat. Cap. Park and Planning Commn.; Mem. Bd. of T.; Mt. Pleasant Citizens' Assn.; V-Chmn. Com. of 100 on Federal City. Devised and drafted Nat. Cap. Park Commn. Law. Special interests: park and general development in Federal City.

COLLINS, ALFRED MORRIS, Philadelphia, Pa. Manufacturer. Mem. Acad. of Natural Sci.; Am. Mus. Nat. Hist.; Pres. Geog. Soc.; V.P. Community Health and Civic Assn.; Pres. Bryn Mawr War Memorial and Community House Assn.; and many others. Participated in expeditions for Am. Mus. of Nat. Hist., Field Mus., and Smithsonian Instn. Special interest: State Parks.

COLLINS, JAMES, Providence, R. I. Mem. Civic Impr. Park Assn.

***COLOMBO, LOUIS J.**, Detroit, Mich. Interested in Federal City.

COLTON, H. S., Flagstaff, Ariz. Pres. Northern Arizona Soc. of Sci. and Art; C. of C. Aided in protecting roadside and scenic areas from outdoor advertising and cutting of timber. Interested in development of nature trails and Museum of N. Ariz. as a center of culture.

COMEY, ARTHUR C., F. A. S. L. A., Cambridge, Mass. City Planner. Mem. Bd. of Govs. Am. City Plan Inst.; A. S. C. E.; Gov's. Com. on Needs and Uses of Open Spaces in Mass.; Trustees of Pub. Reservns. for Mass.; Com. on Pub. Improvements, Boston; Appalachian Mtn. Club; Chmn. N. Eng. Trail Conf.; Lecturer Harvard U. Sch. of City Planning. Participated professionally in city planning and zoning Boston and elsewhere.

COMFORT, HENRY W., Fallsington, Pa. Interested in civic improvement.

***CONSAUL, CHARLES F.**, Washington, D. C. Lawyer. Mem. Bar Assn.; Mt. Pleasant Citizens' Assn.; Chmn. Parks Commn., Bd. of T.; V-Chmn. Com. of 100 on Federal City.

CONVERSE, MISS MARY E., Rosemont, Pa. Treas. Civic Assn.; Mem. Mun. Art Com. of Civic Club, Phila. Actively interested in regional planning survey, better housing, and open spaces.

COOGAN, CLEMENT F., Pittsfield, Mass. Interested in civic improvement.

***COOK, A. R.**, Seattle, Wash. Interested in Federal City.

***COOK, MRS. ANTHONY WAYNE**, Cooksburg, Pa. Interested in Federal City.

***COOK, C. LEE**, Louisville, Ky. Interested in Federal City.

COOKE, MRS. MORRIS L., Mt. Airy, Pa. Interested in community improvement.

***COOLIDGE, MRS. DANE**, Berkeley, Cal. Served as V.P. City Commn. of Charities controlling distributions from Community Chest; Past Mem. Bd. of Edn.; Pres. of Cal. Civic League, 1915-17. Author and lecturer on many civic problems.

COOLIDGE, J. RANDOLPH, F. A. I. A., Boston, Mass. Architect (retired). Mem. Soc. Archts.; C. of C.; Trustee N. H. St. Library. Interested in preservation of Niagara Falls.

†COOLIDGE, MRS. J. RANDOLPH, Boston, Mass.

COONEY, MRS. ROBERT L., Atlanta, Ga. Pres. Peachtree Garden Club; Organizer and Hon. Pres. Garden Club of Ga., comprising 53 affiliated clubs; Mem. Exec. Bd. Ga. Hort. Soc.; Music Club; N. Y. Hort. Soc. Rendering important service in the promotion of home gardens and horticulture.

COOPER, MADISON, Calcium, N. Y. Publisher. Mem. Am. Rose Soc. Interested in gardens.

***COOPER, WILLIAM KNOWLES**, Washington, D. C. Dir. Fed. Am. Bank; Trustee Internat. Y. M. C. A.; Mem. Bd. of T.; Bd. of Mgrs. Y. M. C. A.; Exec. Com. (and Trustee) Community Chest; Rotary Club; Colo. Mtn. Club; Columbia Hist. Soc.; Nat. Arts Club; Nat. Press Club.

CORBETT, HARVEY WILEY, New York City. Architect. Past Pres. Archt. League; Pres. Soc. of Beaux Arts Archts.; Fellow Royal Inst. of Brit. Archts.; Mem. Bidg. Congress; Mayor's Com. on Planning of N. Y.; St. Commn. of Fine Arts; Chmn. of Archt. Bd., Chicago World's Fair, 1933; Archt. Mun. Group, Springfield, Mass., Bush House, London, Eng. Has rendered distinguished service in architecture and city planning. Author of numerous magazine articles.

***CORBETT, HENRY L.**, Portland, Ore. Interested in Federal City.

†CORKRAN, MRS. BENJAMIN W. JR., Baltimore, Md. Past Pres. and now Hon. V.P. Women's Civic League; Past Pres. (former Chmn. Am. Citizenship Dept.) and now Hon. Pres. (and Chmn. Civ. Serv. Com.) Md. Fed. of Women's Clubs; Past Pres. Md. Consumers League; Y. W. C. A. Was V.P. Council of Defense; formerly mem. Civ. Serv. Com., Gen. Fed. Women's Clubs; now Mem. Exec. Com. Md. Eng.-Speaking Union; Exec. Com. Md. League of Nations Assn.; Woman's Dept. Md. Civ. Serv. Assn.; Council Nat. Civ. Serv. Ref. League; A. C. A. European Tour.

†COWAN, MRS. ANDREW, Louisville, Ky.

COWELL, ARTHUR W., State College, Pa. Professor, Landscape Architect.

***COWELL, J. R.**, Toledo, O. Interested in Federal City.

***COXHEAD, ERNEST**, F. A. I. A., San Francisco, Cal. Architect. Mem.

Commonwealth Club of Cal.; C. of C.; Special interests: preservation of landmarks and historical buildings, and development of Federal City. Participated in San Francisco City Plan.

*CRAM, RALPH A., Boston, Mass. Architect, Author. Superv. Archt., Princeton U. Mem. Nat. Inst. Arts and Letters; Am. Acad. Arts and Sci.; A. I. A.; Am. Fed. of Arts.

CRAMTON, LOUIS C., Lapeer, Mich. Congressman, Lawyer, Publisher. Author of George Washington Memorial Parkway Bill. Interested in Nat. Parks.

†CRANE, CAROLINE BARTLETT, Kalamazoo, Mich. Minister and Lecturer. V.P. Mich. Housing Assn.; Chmn. C. of C. Com. on Park Extension. Participated in movements for better housing, the abatement of smoke nuisance, collection and disposal of waste, and other phases of municipal housekeeping. Has made sanitary surveys in 62 cities of 14 different States. Actively interested in community improvement.

CRANE, MISS CLARA L., Dalton, Mass. Interested in community improvement.

CRANE, JACOB LESLIE, JR., Chicago, Ill. City Planner. Mem. A. S. C. E.; Am. City Planning Inst.; Brit. Town Planning Inst.; A. S. L. A.; Am. Park Soc.; Am. Soc. Mun. Improvements. Planner and consultant for numerous cities in Middle West.

CRANE, R. T., JR., Chicago, Ill. Manufacturer. Interested in the development of Chicago and general civic education.

CRANE, Z. MARSHALL, Dalton, Mass. Gov. and Past Pres. Community Recreation Assn.; Trustee and Past Pres. Free Pub. Library; Trustee Nat. Mus. of Hist. and Art, Pittsfield; Dir. Boys' Club, Pittsfield. Rendered distinguished service in conservation through Berkshire Museum of Natural History.

CREE, J. W., JR., Pittsburgh, Pa. Pres. Real Estate Bd.; Mem. Zoning Bd. of Adjustment; Civic Club of Allegheny Co. Special interests: zoning and flood-prevention.

CREIGHTON, MRS. THOMAS S., Blue Ridge Summit, Pa. Mem. Impr. Assn. Special interests: conservation, roadside and city planting.

CROSBY, MAUNSELL S., Rhinebeck, N. Y. Special interests: reforestation and game-conservation.

CROSBY, WM. HOWARD, Pasadena, Cal. Interested in civic improvement.

†CROSBY, MRS. WM. HOWARD, Pasadena, Cal. Mem. Woman's Civic League. Special interests: abolishment of billboards and forest conservation.

†CROSS, PRICE, Dallas, Tex.

CROSS, WHITMAN, Chevy Chase, Md. Geologist. Mem. Nat. Acad. of Sci.; Wash. Acad. of Sci.; Acad. Nat. Sci., Phila. Author geological reports and magazine articles. Special interest: development of municipal parks and gardens.

*CROSSER, C. A., Des Moines, Ia. Interested in development of Federal City and general civic improvement.

*CROWLEY, ERNEST A., Oakland, Cal. Interested in development of Federal City and municipal improvement.

CRUSE, JAMES S., Indianapolis, Ind. Interested in civic improvement.

†CUMMER, MRS. ARTHUR GERRISH, Jacksonville, Fla. Pres. Fla. Fed. Garden Clubs; Chmn. Park Adv. Com., City Comm.; Grounds Com., Woman's Club; Dir. Playground and Recreation Assn. of Am.; Treas. Citizens' Memorial Assn.; Chmn. Park Com. of Duval Co. Highway Assn.; Hon. Mem. Governing Bd. Garden Club; Exec. Com. City Planning Bd.; Beautification Com. St. C. of C. Rendered distinguished civic service in movements for the planting of public highways, city planning, and for the acquirement of Jacksonville Memorial Park.

*CUNNINGHAM, ANDREW, Detroit, Mich.

†CURTIS, CYRUS H. K., Philadelphia, Pa. Publisher.

*CURTIS, ERNEST N., San José, Cal. Special interest: city planning.

CURTIS, J. F., New York City. Lawyer. Mem. Reg. Planning Commn. Rendered distinguished service as donor of the first chair of regional planning in an American university (Harvard).

DAKAN, W. E., Eastland, Tex. Interested in community improvement.

*DAMON, GEORGE ALFRED, Los Angeles and Pasadena, Cal. Consulting Engineer. Tech. Dir. City Planning Com., Pasadena; Cons. Engr. City Plan, San José and City Plan, Long Beach; V.P. Pasadena Hist. Soc.; Mem. Zoning Commn., Pasadena; Am. City Planning Inst.; Charter Mem. City Planning Assn., Los Angeles; Los Angeles Co. Reg. Planning Commn. Author numerous works on city and regional planning. Interested in Federal City, general city planning and coordinated transportation.

*DANA, MARSHALL N., Portland, Ore. Interested in city planning and Federal City.

†DAVIDSON, GILBERT AUBREY, San Diego, Cal. Banker. Pres. Panama (Cal.) Internat. Expn., 1915-16; Past Pres. C. of C.; Chmn. Civic Com., C. of C.; Pres. Civic Assn. Interested in general civic betterment.

DAVIS, MRS. BANCROFT, Washington, D. C. Interested in Federal City and roadside improvement.

DAVIS, MISS BETSEY B., Montvale, N. J. Interested in community improvement.

†DAVIS, DWIGHT F., Manila, P. I. Lawyer. Gov.-Gen. Philippine Islands. Park Commr., St. Louis, Mo., 1911-14; Dir. Civic League; Mem. Pub. Library; Bd. Control, Fine Arts Mus.; City Plan Commn.; Exec. Com. Nat. Mun. League; (St. Louis) Pub. Rec-

reation Commn.; Playground and Recreation Assn. of Am.; Soc. for Prevention of Tuberculosis.

§DAVIS, MRS. SEYMOUR, Philadelphia, Pa. Interested in Federal City.

DAVIS, WALTER G., Portland, Me. Pres. Family Welfare Soc.; Chmn. Community Chest Com.; Bd. Mem. Soc. of Art; Treas. Me. Hist. Soc. Rendered distinguished service in the restriction of outdoor advertising.

§DAY, Mrs. FRANK M., Mt. Airy, Pa. Bd. Mem. New Century Club, Phila.; Mem. Art Alliance; Conf. on City Govt. Reg. Planning Assn.; Com. of Seventy; City Parks Assn. Special interests: city planning and forestry.

††DEALEY, G. B., Dallas, Tex. Publisher. Pres. *Dallas Morning News*, *Evening Journal*, *Semi-weekly Farm News*, *Texas Almanac*, and *State Industrial Guide*; Pres. United Charities; Hon. V.P. Nat. Housing Assn., 1920-21; V.P. A. C. A.; 1st. V.P. Southwestern Polit. Sci. Assn., 1920-29; 2d. V.P. Assoc. Press, 1923-24. Mem. Bd. of Govs., City Planning Inst. 1920-21; Dallas City Plan Assn.; Bd. of Dirs. Nat. Conf. on City Planning; Adv. Council, Planning Found. of Am.

DEARING, FRANK P., Jacksonville, Fla. Mem. Exec. Com., City Planning Adv. Bd. Special interests: city planning and highway beautification, especially restriction of outdoor advertising.

§DE BOER, R. S., Denver, Colo. City Planner. Consultant, City Planning Commn.; Landscape Archt., Denver and Boulder, Colo., and Cheyenne, Wyo. Has rendered important service in planning for the Rocky Mountain district.

***DECKER, CORBIN J.**, Athens, Ga. Physician. Interested in Federal City and rose culture.

DE FOREST, ROBERT WEEKS, New York City. Lawyer. Pres. Charity Org. Soc.; Metrop. Mus. of Art; Am. Fed. of Arts; Welfare Council; Mun. Art Commn.; Russell Sage Found.; Nat. Housing Assn.

***DE LA MATER, JOHN**, Washington, D. C. Mem. Bd. of T.; Sec. Mt. Pleasant Citizens Assn.

††DELANO, FREDERIC ADRIAN, Washington, D. C. Engineer. Chmn. Reg. Plan of N. Y. and Its Environs; Pres. A. C. A.; Regent Smithsonian Inst.; Exec. Com. Carnegie End. International Peace; Pres. Community Chest; Chmn. Nat. Cap. Park and Planning Commn.; V. Gov. Fed. Reserve Bd., 1914-18. Former member Chicago Plan Commns. Rendered distinguished service in the promotion of city planning and development of Federal City.

***DELANO, MISS LAURA F.**, New York City. Chmn. N. Y. Federal City Com., A. C. A.

§DELANO, WILLIAM ADAMS, F. A. I. A., New York City. Architect. Pres. N. Y. Chapt. A. I. A.; Bd. Mem. Archt. Consultants to the Treasury, Wash-

ington, D. C. Mem. Nat. Cap. Park and Planning Commn.; Archt. League.

***DELK, EDWARD CUEHLER**, Kansas City, Mo.

†DERMITT, H. MARIE, Pittsburgh, Pa. Sec. Civic Club, Allegheny Co.; Pres. Nat. Assn. of Civic Secs. Mem. Nat. Mun. League; Nat. Housing Assn.; Nat. Assn. Commercial Orgn. Secs.; Citizens Com. on City Plan; City Club; Drama League. Participated in drafting and securing legislation for zoning; movements for establishment of public comfort stations, smoke abatement, regulation of child labor, Metrop. Plan for Pittsburgh, and many other civic improvements.

DEWEY, MELVIL, Lake Placid, N. Y. Mem. Lake Placid, N. Y., and Fla. C. of C.; Adirondack Mtn. Club; Adirondack Civic League; 1st V.P. Nat. Council Protection Roadside Beauty. Special interests: Reforesting, roadside improvement, and elimination of dangerous curves on highways.

***DIACK, MR. AND MRS. ARCHIBALD**, Ann Arbor, Mich.

DICKSON, MRS. ALLAN H., Wilkes-Barre, Pa. Interested in preservation of Niagara Falls and community improvement.

DICKSON, ARTHUR S., Philadelphia, Pa. Bd. Mem. Zoning Commn.; Com. of Seventy; City Parks Assn.; Mem. Tri-State Reg. Planning Fed.

DIEHL, GEO. C., Buffalo, N. Y. Engineer. County Engr. Erie Co.; Cons. Engr. Erie Co. Park Commn.; Commr. Allegheny St. Park Commn.; Engr. to Niagara Frontier Bridge Commn. Engaged through his firm in town planning, grade-crossing elimination, sewage disposal, water-supply, and other branches of municipal engineering; Mem. City Plan Commn.; C. of C. Especially interested in modern highways and transportation development.

DIKE, MISS ALICE M., New York City. Interested in Nat. Parks.

DIMMICK, MRS. J. BENJAMIN, Scranton, Pa. Mem. City Beautiful Com., Century Club. Rendered distinguished service in civic improvement as Founder and Chmn. for 10 years of the Lackawanna Co. Citizens' Assn.; Chmn. City Shade Tree Commn.; Mem. Pa. State Forestry Assn. Especially interested in roadside improvement and tree planting in rural districts.

†DODDS, H. W., Princeton, N. J. Professor of Politics, Princeton U. Chmn. Mercer Co. Planning Commn.; Mem. N. J. Reg. Planning Commn.; Editor *National Municipal Review* published by the Nat. Mun. League.

DOHRMANN, F., JR., San Francisco, Cal. Mem. C. of C.; U. S. C. of C.; Divl. Chmn. Community Chest. Has rendered distinguished service as Founder and Pres. of the Reg. Plan Assn. of S. F. and Bay counties, and as donor of \$50,000 toward Reg. Plan.

DONAGHEY, GEORGE W., Little Rock, Ark. Former Governor. Chmn. St. Cap. Art Commn.; V.P. Bd. of Trustees, Hendrix Coll. Rendered distinguished service in development of Capital City of Arkansas.

DONNELLY, THOMAS ELLIOTT, Chicago, Ill. Officer, Civic Fed.; Asso. Employers of Ill.; Bd. Mem. Crime Commn.; Employers Assn. Trustee Y. M. C. A.; Sunday Evening Club. Interested in Nat. Parks.

***DOLITTLE, DUDLEY**, Kansas City, Mo. Lawyer. Ex-Congressman. Trustee Coll. of Emporia. Interested in Federal City.

***DORLAND, W. S.**, San Diego, Cal. Interested in Federal City and general city planning.

DORR, GEORGE B., Bar Harbor, Me. Supt. Acadia Nat. Park. Figured prominently in original movement to preserve the "unique" Mt. Desert Island Area, now known as Acadia Nat. Park.

§**DORR, J. V. N.**, New York City. Metall. Chem. Engr.; Trustee Rutgers Coll.; Mem. A. I. Metallurg. E. Inventor of numerous chemical processes. Interested in Federal City.

§**DOUGHTY, MRS. W. J.**, Kansas City, Mo. Sec. Woman's City Club. Interested in Federal City and community improvement.

***DOUGLAS, MRS. HENRY W.**, Ann Arbor, Mich. Chmn. local Fed. City Com., A. C. A.

§**DOUGLAS, MISS LOUISE**, Ann Arbor, Mich. Interested in community improvement and Federal City.

§**DOWNER, JAY**, Bronxville, N. Y. Chief Engr. Westchester Co. Park Commn.; Mem. N. Y. St. Council of Parks; Village Planning Commn. Participated in movement for development of Bronx River Parkway and Westchester Co. Park System.

***DOZIER, MELVIL**, Los Angeles, Cal. Educator. Mem. City Planning Assn.; C. of C.; City Club; Southern Cal. Hist. Soc.; Council on Internat. Relations.

DREIER, MRS. H. E., Brooklyn, N. Y. Pres. Women's City Club; V.P. Brooklyn Garden Apts. Inc. (first tenements built under the new State Housing Law). Rendering important service in community centers through Peoples Inst., United Neighborhood Guild of Brooklyn. Instrumental in securing housing and planning legislation.

§**DREXEL, MRS. GEORGE W. CHILDS**, Bryn Mawr, Pa. Interested in Federal City.

†**DREXEL, MRS. JOSEPH**, Maud, Pa. Interested in community improvement.

***DRIVER, JOHN R.**, Berkeley, Cal. Interested in Federal City.

***DRURY, NEWTON B.**, Berkeley, Cal. Sec. "Save-the-Redwoods" League. Rendered important service in the cause of conservation and State Park move-

ment in California. Interested in State and Nat. Parks, and Federal City.

†**DU BOIS, JOHN E.**, Du Bois, Pa. Capitalist.

***DU BOIS, MR. AND MRS. WILLIAM**, Cheyenne, Wyo. Interested in Federal City.

§**DUCKETT, T. HOWARD**, Washington, D. C. Lawyer. Mem. Md. Nat. Cap. Park and Planning Commn., now engaged in development of Rock Creek Park in Montgomery Co., Md. Chmn. Suburban San. Commn.

***DUDLEY, MRS. G.**, Topeka, Kans. Interested in Federal City.

DUNN, W. H., Kansas City, Mo. Superintendent of Parks. Mem. Am. Inst. of Park Execs. Rendered distinguished service in development of city park system. Special interests: municipal park systems, traffic ways, and city planning.

***DURAND, WILLIAM F.**, Palo Alto, Cal. Mechanical Engineer. Prof. Mech. Engring., Stanford U. Mem. Interallied Commn. on Inventions, 1918-19; Pres. Aircraft Bd., 1925; Nat. Research Council; Nat. Acad. Sci.; Am. Acad. Arts and Sci. Author numerous treatises on principles and practices of mechanical engineering. Interested in Federal City.

***DUTTON, O. J. C.**, Seattle, Wash. Interested in Federal City.

DYER, J. F., Plainfield, N. J. Pres. Shade Tree Commn.; V.P. St. Fed. Shade Tree Commns.; Sec.-Forester, Shade Tree Commn., Union Co.; Cons. Landscape Archt., City of Plainfield; Mem. Am. Game Prot. Assn.; Am. Foresters Assn. Participated in the development of the best Shade Tree Commn. in N. J. Helped organize N. J. State Fed. of Shade Tree Commns.

***EAKIN, MRS. JOHN HILL**, Nashville, Tenn.

EARLE, MISS ELINOR, Philadelphia, Pa. Interested in community improvement.

EARLE, SAMUEL L., Birmingham, Ala. Pres. Fed. of Garden Clubs; Chmn. Mus. Assn.; Treas. Audubon Soc.; Mem. Library Bd.; and many others. Especially interested in the "City Beautiful" movement, as well as gardening and civic landscaping.

EARLE, WALTER F., Cambridge, Mass. Interested in community improvement.

EASTMAN, GEORGE, Rochester, N. Y. Kodak Manufacturer. Leader in numerous philanthropic movements; donor of more than \$50,000,000 to institutions of higher education. Organizer of Community Conference Board.

***EASTON, STANLY A.**, Kellogg, Ida. Mining Engineer. Pres. Bd. Regents U. of Ida., and St. Bd. of Edn.; Mem. Am. Inst. Mining & Metall. Engrs.; Am. Mining Congr. Chmn. local Fed. City Com., A. C. A.

***EDDY, JOHN W.**, Seattle, Wash.

†EDSON, JOHN JOY, Washington, D. C. Banker and Philanthropist. Pres. D. C. Civ. Serv. Ref. Assn., 1895-1907; Govt. Bd. of Charities; former Treas. Asso. Charities; George Washington U.; Mem. U. S. C. of C.; Nat. Assn. for Constl. Govt.; Nat. Geog. Soc.; Columbia Hist. Soc.; Bd. of T.; Archæol. Soc. Years of public service formally recognized by fellow-citizens on 75th birthday.

EDWARDS, WILLIAM, Zellwood, Fla. Pres. Orange Co. C. of C.; Apopka Community Hotel Co.; Dir. Orange Co. Social Service Dept.; Orange Gen. Hosp. Mem. Orlando C. of C.

*ELFENDAHL, VICTOR, Seattle, Wash.

ELIOT, AMORY, Manchester, Mass. Banker. Interested in civic advance.

ELKINS, MRS. STEPHEN B., Washington, D. C. Interested in development of Federal City.

ELLENBERGER, J. W., Harrisburg, Pa. Physician. Pres. Mun. League (Dauphin Co. Branch) Elections Assn.; Mem. Dauphin Co. Med. Soc.; Tuber. Soc. Actively interested in promoting civic virtue in community life.

ELLCOTT, WILLIAM M., Baltimore, Md. Architect. Sec. Mus. of Art. Mem. Balto. Chapt. A. I. A.; Soc. Archæol. Inst. of Am.; Mun. Art Soc. Specially interested in development of park system for Baltimore and parkway connections with Federal City.

*ELLIOTT, WILLIAM H., JR., Portland, Ore. Interested in civic education and Federal City.

*ELTING, VICTOR, Chicago, Ill. Lawyer. Past Pres. City Homes Assn.; Sch. of Civics and Philanthropy; Dir. Nat. Housing Assn.; Pres. City Club. Mem. Winnetka Zoning Commn. Interested in Federal City and Chicago Regional Plan.

*ELWOOD, P. H., JR., Ames, Ia. Mem. faculty Iowa State Coll. Chmn. Ames Fed. City Com., A. C. A. Interested in community improvement.

ELY, RICHARD T., Chicago, Ill. Political Economist. Dir. Inst. for Res. in Land Econ. and Pub. Utilities; Founder, Sec., and Pres. Am. Econ. Assn.; 1st Pres. Am. Assn. Labor Legis.; Founder and Dir. Am. Bur. Industrial Res.; Mem. Internat. Statis. Inst. Author and editor of many books and articles on economic subjects. Editor-in-Chief *Journal of Land and Public Utility Economics*.

*EMERSON, FRANK H., Peoria, Ill.

*EMERSON, GUY, New York City. Banker. V.P. Bankers Trust Co. Mem. Civ. Serv. Ref. League; English-Speaking Union.

ENGLE, J. LINTON, Philadelphia, Pa. Interested in community improvement.

*ENO, WILLIAM PHELPS, Washington, D.C. Chmn. Bd. of Dirs. Eno Found. for Highway Traffic Regulation. Mem. Soc. Fine Arts. Author of important books, pamphlets, articles, and reports on highway traffic regulation.

*ENSIGN, FRANK, Boise, Ida. Interested in civic improvement.

EPPICH, L. F., Denver, Colo. Past Pres. Nat. Assn. Real Estate Bds.; Chmn. Zoning Commn.; Mem. Bd. of Adjustment; Exec. Com. City Planning Commn. Rendered distinguished service in city planning.

ERDMAN, CHARLES R., Princeton, N. J. Theologian. Prof. Pract. Theol., Theol. Seminary, Princeton, N. J. Interested in civic improvement.

ERNST, RICHARD P., Covington, Ky. Former U. S. Senator. Pres. Cumberland Falls Preserv. Assn.; Trustee Centre Coll., U. of Ky., Western Coll. for Women, Oxford, O. Donor of Nature Theatre at Western Coll.

ESTABROOK, MRS. G. L., Germantown, Pa. Interested in community improvement.

*EVANS, MISS ANNE, Denver, Colo. Interested in Federal City.

EVANS, MRS. I. M., Takoma Park, Md. Pres. Civic and Sch. Assn. Interested in highways, parks, and building regulations for Prince Georges Co., Md.

*EVANS, JOSHUA, JR., Washington, D. C. Banker. Mem. Bd. of T. (Chmn. Com. on Mun. Finance). Former mem. Advis. Com. Civic Development, Dept. of Parks, U. S. C. of C.; Exec. Com. of Com. of 100 on Federal City.

EVISION, HERBERT, Washington, D. C. Newspaperman. Exec. Sec. Nat. Conf. on St. Parks. Formerly Sec. Wash. Natural Parks Assn.; former mem. Council of Nat. Conf. on Outdoor Recreation. Founder American Forest Week. Active in extension and development of State Parks.

†EWING, MRS. DAVIS, Bloomington, Ill. Interested in community improvement.

*EWING, THOMAS, New York City. Lawyer. Past U. S. Commr. of Patents. Interested in Federal City.

§EWING, MRS. THOMAS, New York City. Interested in Nat. Parks and Federal City.

§EYNON, WILLIAM JOHN, Washington, D. C. Printer. Interested in Federal City.

FAILING, MISS HENRIETTA E., Portland, Ore. Interested in preservation of Niagara Falls and community improvement.

*FAIRBANK, MRS. KELLOGG, Chicago, Ill. Former Chmn. Mng. Bd. Lying-in Hosp. Mem. Woman's Div., Council Nat. Defense. Interested in Federal City.

§FAIRCOUGH, HENRY RUSHTON, Stanford University, Cal. Philologist. Former mem. faculty Leland Stanford U.; U. of Wis.; Columbia U.; U. of Chicago; U. of Cal.; Harvard U. Interested in Federal City and archæology.

FALK, OTTO H., Milwaukee, Wis. U. S. A. retired. Manufacturer. Pres. Bd. of Govs. Marquette U.; past Pres. Public Safety Commn. Mem. various Civic Assns. Received medal as Milwaukee's

foremost citizen and has rendered outstanding community service.

†**FARNAM, HENRY W.**, F. A. L. L.; F. A. A. S., New Haven, Conn. Political Economist. Former Editor *Yale Review*, *Economic Review*. Past Chmn. Civ. Serv. Bd.; past Pres. Am. Econ. Assn. Author of numerous articles and addresses on economic subjects.

FARQUHAR, FRANCIS, York, Pa. Chmn. local Chapt. A. R. C.; local Council Boy Scouts. Bd. Mem. Family Serv. Bur.; Welfare Fed. Has rendered important service in community improvement.

***FARQUHAR, FRANCIS**, San Francisco, Cal. Interested in Nat. Parks.

§**FARWELL, FRANCIS C.**, Chicago, Ill.

†**FERGUSON, JOHN W.**, Paterson, N. J. Rendered important service in movements for civic improvement and better housing.

FERRY, DEXTER MASON, JR., Detroit, Mich. Pres. Mus. Art Founders Soc.; Chmn. Nat. Advis. Com., U. of Mich. Alumni; Mem. Council, Village of Grosse Pointe. Participated in plans for art center, to promote public appreciation of art in Detroit. Supervised and financed survey of playground and recreation facilities. Developed recreation center and municipal group site for Grosse Pointe.

FERRY, MRS. DEXTER M., Detroit, Mich. Rendering important civic service in the promotion of home gardens and horticulture.

FIELD, KIRKE H., Redlands, Cal. Pres. A. K. Smiley Pub. Library; V.P. Asso. Charities. Mem. Hort. and Impr. Soc.

FILENE, A. LINCOLN, Boston, Mass. Merchant. Mem. Mass. Adv. Bd. of Edn.; World Assn. for Adult Edn. (London); English-Speaking Union; Nat. and N. E. Voc. Guidance Assn.; U. S. and Boston C. of C.; Nat. Econ. League; Am. Econ. Assn.; Am. Acad. Polit. and Soc. Sci.; Acad. Polit. Sci.; Chmn. Res. Com. N. E. Council; Adv. Council Boston U. Sch. of Edn.; Benefactor Am. Assn. Mus.

FILENE, EDWARD A., Boston, Mass. Found. and Pres. 20th Century Fd., organized to improve econ., industrial, civic, and educ. conditions. Former Mem. Exec. Com. U. S. C. of C.; Exec. Chmn. Metrop. Plan Commn. Mem. Acad. Polit. and Soc. Sci.; Am. Econ. Assn.; Nat. Mun. League, and many other Nat. organizations. Interested in better housing, community improvement and civic education.

FINKE, PAUL M., Jonesboro, Tenn. Banker. Dir. Smoky Mtns. Conservn. Assn. Mem. Exec. Com. Appalachian Trail Conf. Aided movement to secure Great Smoky Mtns. Nat. Park, working with S. Appalachian Nat. Park Com., Smoky Mtns. Conservn. Assn., Great Smoky Mtns. Commn., and Nat. Park Service.

***FIRESTONE, CLARK B.**, Cincinnati, O. FIRESTONE, H. S., Akron, O. Manufacturer. Mem. City Planning Commn.: Highway Ednl. Bd.; U. S. C. of C. Donor annual scholarship providing expenses for 4-year college education to high school student writing best essay on "Good Roads and Highway Transportation." Interested in industrial town developments and better housing.

FISH, C. W., Excelsior Springs, Mo. Interested in community improvement.

†**FISHBURN, J. P.**, Roanoke, Va. Publisher and Editor. Pres. *Times-World* Corp. Pub. *Roanoke Times* and *Roanoke World-News*. Mem. St. Conservn. and Development Commn.; St. Hist. Highway Assn.; St. C. of C.; Roanoke C. of C.; Am. Hist. Assn.; Am. Econ. Assn.; Am. Assn. Polit. Sci. Interested in Nat. Parks and community improvement.

FISHER, CHARLES F., Akron, O. City Planner. V.P. St. Conf. on City Planning; Sec. Bd. of Zoning Appeals; Engr., City Plan Commn.; past Sec. City Plan Commn., Portland, Ore. Mem. Bd. of Govs. Am. City Planning Inst.; Nat. Conf. on City Planning. Rendered distinguished service in city planning for Portland, and in zoning and city planning for Akron. Assisted in zoning of Providence, R. I., and other New England towns and cities.

FISK, EVERETT O., Boston, Mass. Educator. Mem. Nat. Mun. League; C. of C.; Am. Assn. Polit. Sci. Interested in community improvement.

FLAGG, MRS. STANLEY G., JR., Bryn Mawr, Pa. Interested in community improvement.

FLANIGEN, C. D., Athens, Ga. Chmn. Citizen's Com. on City Plan, Zoning, Parks and Playgrounds. Mem. Rotary Club; C. of C.; A. R. C.; Dir. Ga. Assn.; Hon. Pres. Boy Scouts. Special interest: civic education.

FLEMER, LEWIS, Washington, D. C. Interested in Federal City.

FLEMING, F. P., Jacksonville, Fla. Interested in community improvement.

***FLEMING, HERBERT E.**, Chicago, Ill. Mem. City Club.

***FLETCHER, E.**, San Diego, Cal. Interested in Federal City and general city planning.

FLIPPEN, EDGAR L., Dallas, Tex. Realtor. Mem. (and past Dir.) C. of C.; Kessler Plan Assn.; Open Forum; Art Assn.; V.P. St. Fair of Tex.

†**FORBES, ALEXANDER**, Milton, Mass. Associate Professor of Physiology, Harvard U.

†**FORBES, MRS. J. MALCOLM**, Milton, Mass. V. P. Boston City Fed. (Mem. Com. on Internat. Relations); Mem. League of Women Voters; Women's Trade Union League; Chestnut Hill Garden Club; English-Speaking Union; Women's Mun. League; League of Nations Assn.; Legis. Council; Mass. Civic League; Forestry Assn.; Hort.

Soc.; Soc. for Social Hygiene; Milton Hist. Soc.; Social Service League; Woman's Club; N. E. Branch Women's Nat. Farm and Garden Assn.

FORBES, J. MURRAY, Milton, Mass. Interested in park development and community improvement.

FORBES, MRS. WILLIAM H., Milton, Mass. Interested in Nat. Parks.

†FORD, GEORGE B., New York City. City Planner. Gen. Dir. Reg. Plan Assn. Inc.; Past Pres. Am. City Planning Inst.; Nat. Conf. on City Planning; Fed. Soc. on Planning and Parks. V.P. Tech. Adv. Corp.; City Planning Consultant to the U. S. War Dept.; consultant to Commn. on City Plan of Bd. of Estimate and Apportionment and Commn. on Building Districts and Restrictions; adviser to Russell Sage Found. Plan of N. Y. and Environs. Mem. A. I. A.; Internat. Fed. for Housing and Town Planning. City planner and zoning consultant for many cities and towns; consultant to French Government for replanning Rheims, Soissons, and other French towns. Author various books and reports on city planning and zoning.

†FORD, JAMES, Cambridge, Mass., and Washington, D. C. Associate Professor of Social Ethics, Harvard U. Exec. Dir. Better Homes in America. Mem. Exec. Bd. Internat. Housing Assn.; Com. on the Family and Parents Edn. of the White House Conf. on Child Health and Protection; Bd. of Dirs. Indian Defense Assn.; Exec. Com. Nat. Housing Assn.; Adv. Com. Washington Branch Internat. Labor Office. Helped frame Cambridge Building Code; as former president Cambridge Housing Association, helped secure demolition of insanitary dwellings. Active in improvement of housing conditions in U. S.

FOREST, J. B., St. Paul, Minn. Interested in community improvement.

†FOSHAY, WILBUR B., Minneapolis, Minn. Rendered distinguished service in movements for city improvements.

FOSTER, SAMUEL M., Fort Wayne, Ind. Banker. Interested in community improvement.

FOWLER, CLARENCE, New York City. Landscape Architect. Chmn. Com. on Edn. A. S. L. A.; Joint Com. on Fed. of Prof'l. Schs.; A. S. L. A.; Nat. Conf. on Instrn. in Landscape Architecture. Mem. Com. on Parks and Playgrounds, City Club.

FRANCKE, MRS. LUIS J., Brookville, N. Y. Pres. North Country Community Assn.; Chmn. Conservn. Com. Mem. Exec. Com. North Country Garden Club, L. I. Rendering important service in civic education. Promoting conservation through scholarships in Nature Training Camps for teachers.

*FRANKEL, MR. AND MRS. HENRY, Des Moines, Ia.

†FRANKLIN, H. H., Syracuse, N. Y. Manufacturer. Interested in Nat. Parks and community improvement.

*FREEMAN, MRS. F. W., Topeka, Kans.

*FREEMAN, JAMES E., Bishop of Washington, D. C. Leading movement for completion of Nat. Cathedral and Bishop's Garden.

FREIBERG, MAURICE J., Cincinnati, O. Trustee City Sinking Fund. Mem. Charter Com.; Treas. and Mem. Exec. Com. Community Chest; Treas. and Bd. Mem. Inst. of Fine Arts.

FRENCH, DANIEL CHESTER, New York City. Sculptor. Trustee Metrop. Mus. of Art; Charter Mem. Art Commn.; Hon. Pres. Nat. Sculptor Soc.; Mem. Archt. League. Special interests: city planning and landscaping.

FRIEDMANN, ALBERT T., Milwaukee, Wis. Trustee Art Inst.; Citizens' Bur. Dir. Assn. of Commerce. Greatly interested in community improvement.

FRIEDMANN, MAX E., Milwaukee, Wis. Former Trustee Art Inst. Mem. Pub. Land (City Planning) Commn., 1922-1924. Especially interested in community music as Vice-President of the Philharmonic Orchestral Association.

FROTHINGHAM, JOHN W., Tarrytown, N. Y. Interested in community improvement.

†FUCHS, W. H., St. Louis, Mo. Physician. Past Mem. City Plan Commn. Mem. Bd. of Dirs. Mo. Social Hygiene Soc.

†FUERTES, JAMES H., New York City. Civil Engineer. Mem. A. S. C. E. Author numerous reports and articles on engineering and sanitation. Consulting engineer for various municipalities.

*FULLER, A. H., Ames, Ia. Civil Engineer. Past Mem. faculty Cornell U.; U. of Washington; Lafayette Coll.; Ia. St. Coll. Mem. A. S. C. E.; Pacific N. W. Soc. Engrs.

FULTON, KERWIN H., New York. Chmn. Bd. of Dirs. Outdoor Advertising Assn. of Am.; Mem. Mchts. Assn.; C. of C.; Reg. Planning Commn.; Bd. of Govs., Advertising Fed. of Am.

FUSELLI, EUGENIO, Rome, Italy. Engineer and Architect. Mem. Rome Town Planning Soc.; Internat. Fed. for Housing and Town Planning. Special interests: regional and city planning.

*GAINES, E. L., Seattle, Wash. Sec. City Zoning Commn. Interested in zoning and Federal City.

GALE, HORACE, Boston, Mass. Chmn. Mass. Billbd. Law Defense Com.; Town Planning Bd.; Sec. Trustees of Town Library; Mass. Fed. of Planning Bds. Rendered important service in the restriction of outdoor advertising in Mass. Interested in all phases of planning and roadside improvement.

GALLAGHER, PERCIVAL, Brookline, Mass. Landscape Architect. Mem. Firm of Olmsted Bros.; A. S. L. A.; Consultant to Essex Co., Union Co., and Passaic

Co. Park Comms. Interested in park development and city planning.

***GALLIHER, WILLIAM T.**, Washington, D. C. Banker. Chmn. Bd. Fed. Am. Nat. Bank; Pres. Home Bldg. Assn.; Former Pres. Bd. of T.

GAMBLE, JAMES N., Cincinnati, O. Manufacturer. Former Mayor, Westwood, O.; Trustee Wesleyan U. Interested in community improvement.

GANNAWAY, MRS. MALCOLM, Little Rock, Ark. Rendered distinguished service in Better Homes movement as editor of club magazine.

GANO, JOHN V., Cincinnati, O. Mem. City Charter Com.; League of Nations Assn.; Foreign Policy Assn.; Peace League; Consumer's League; Better Housing League. Aided movement resulting in adoption of city charter. Interested in city government and community improvement.

GARDNER, GEORGE C., Springfield, Mass. Architect. Mem. A. I. A.; Chmn. City Plan Bd.

GARDNER, GEORGE P., Boston, Mass. Corporation Official. Mem. Bd. of Mgrs., Mass. Eye & Ear Infirmary; Pres. Children's Hosp.; V.P. Mus. of Fine Arts. Special interest: community improvement.

GARDNER, GEORGE W., Providence, R. I. Physician. Interested in community improvement.

GARDNER, MRS. GEORGE W., Providence, R. I. Interested in community improvement and history of Providence.

***GARFIELD, ABRAM**, F. A. I. A., Cleveland, O. Architect. Mem. Nat. Commn. Fine Arts. Interested in Federal City and city planning.

GARFIELD, CHARLES W., Grand Rapids, Mich. Chmn. City Planning Commn.; Dir. Park and Boulevard Assn.; Playground Assn.; Hon. Dir. Kent Co. Humane Soc.; Mem. Mich. Forestry Assn.; Audubon Soc.; Welfare Union. Special interests: metrop. planning and municipal forests.

GARFINCKEL, JULIUS, Washington, D. C. Merchant. Trustee George Washington U.; Dir. Riggs Nat. Bank; Mem. U. S. C. of C.; Bd. of T.; Emergency Hosp. Interested in Federal City.

***GARLAND, WILLIAM MAY**, Los Angeles, Cal. Realtor. Former Pres. Nat. Assn. of Real Estate Bds.; former Mem. Bd. of Edn.; Pub. Library Bd.; Pacific Coast delegate Internat. Olympic Com. Interested in real-estate development.

GARVIN, MILTON T., Lancaster, Pa. Chmn. County Mus. of Hist. Sci. and Art.; Mem. C. of C.; Gen. Hosp.; Shippensburg Sch. for Girls.

GEIFFERT, ALFRED, JR., F. A. S. L. A., New York City. Landscape Architect. Pres. N. Y. Chapt. A. S. L. A.; V.P. Architl. League; Delegate Fine Arts Fed.

GERARD, JAMES WATSON, New York City. Lawyer and Diplomat. Former Asso. Justice, Supreme Court of N. Y. Former Ambassador to Germany.

†**GIANNINI, AMADEO P.**, San Francisco, Cal. Banker. Founder Bank of Italy; Past Pres. Trans-America Corp.; Dir. C. of C. Special interest: the development of San Francisco.

†**GIBSON, MISS MARY K.**, Wynnewood, Pa. Interested in community improvement.

GILBERT, MRS. LYMAN D., Harrisburg, Pa. Hon. Pres. Civic Club. Interested and active in all civic activities.

***GILLEN, FRANCIS F.**, Washington, D. C. **GILLESPIE, MISS KATE S.**, Philadelphia, Pa. Interested in community improvement.

GILLETT, MRS. LUCY BANCROFT, Oxford, Eng. Special interest: community improvement.

GLENN, JOHN M., New York City. Lawyer. Gen. Dir. Russell Sage Found., which has contributed \$15,000,000 for civic improvement; Past Pres. Nat. Conf. Charities and Correction; Mem. Exec. Com. and Soc. Serv. Commn., Fed. Council of Charities; Trustee Slater Fd. Johns Hopkins Hosp.

§**GLISAN, RODNEY L.**, Portland, Ore. Interested in Nat. Parks.

***GLOSSOP, W. EDWIN**, Louisville, Ky.

§**GLOVER, CHARLES C., JR.**, Washington, D. C. Banker. V.P. and Dir. Riggs Nat. Bank; Trustee George Washington U.; Corcoran Art Gallery; Home for Incurables; Mem. Bd. of Mgrs., Exec. Com., Asso. Charities.

§**GODDARD, E. C.**, Ann Arbor, Mich. Professor of Law. Mem. faculty U. of Mich.; Am. Bar Assn.; Garden Club Community Fund Orgn. Author various law treatises. Interested in park development and community improvement.

§**GODDARD, MRS. E. C.**, Ann Arbor, Mich. Former Pres. Garden Club. Interested in development of parks, parkways, and civic education.

§**GODWARD, ALFRED C.**, Minneapolis, Minn. Consulting Engineer. Dir. Metrop. Planning Commn., St. Paul and Minneapolis area; Engr. Advisory Bd. Nat. Safety Council; Mem. Charter Commn.; Am. City Planning Inst.; Bd. of Govs. Nat. Conf. on City Planning. Participated in movements for development of Minneapolis Park, City, and Zoning Plan.

***GODWIN, BLAKE-MORE**, Toledo, O. Curator and Dir. Mus. of Art; Trustee Toledo U.; Mem. Am. Assn. of Museums; Archeol. Inst. of Am.

†**GOOD, MISS JESSIE M.**, Springfield, O. Author. Interested in community improvement.

GOODE, J. PAUL, Chicago, Ill. Mem. faculty U. of Chicago. Served as expert on Chicago Harbor Commn. on development of great ports of Europe, 1908. Mem. City Club; Regional Plan Assn. Has rendered important service in cartography and as author of series on regional geography.

*GOODWIN, E. S., Seattle, Wash.

*GOODY, ELMER R., Portland, Ore.

GORDON, HUGH S., Santa Cruz, Cal. Interested in community improvement.

GORDON, SETH, Chicago, Ill. Conserv. Dir. Izaak Walton League of Am.; Chmn. Exec. Com. Internat. Assn. Game, Fish, and Conserv. Comms.; Mem. Game Protective Assn. Important service in Nat. conservation movements.

GORDY, WILBUR F., Hartford, Conn. Educator. Pres. Bd. of Edn.; Trustee Pub. Lib.; Dir. Conn. Humane Soc.; lecturer on school topics. Interested in community improvement.

GOTT, FRANCIS H., Rochester, N. Y. Mem. A. S. L. A.; Genesee Co. Assn.; Lake Ontario Co. Assn. Has rendered important service in the promotion of city planning movement in Rochester and interested in the development of parks and private estates.

†GOULD, CARL F., Seattle, Wash. Architect. Mem. A. I. A. Com. on Nat. Capital; City Planning Commn.; Soc. of Beaux Arts Archts., N. Y.; Archtl. League of N. Y.; City Affairs Com., C. of C.; Garden Club. Promoted comprehensive city planning and zoning for Seattle, general airport plan, waterfront improvement, war memorial auditorium, and proper tree planting.

*GOULD, E. B., JR., San Diego, Cal.

GOULD, MRS. FRANK, Towson, Md.

†GRAHAM, E. C., Washington, D. C. Merchant. Dir. Community Chest; Past Pres. Bd. of Edn.; Bd. of T.; City Club; Rotary Club; Mem. C. of C.; Engrs. Club of N. Y.; Mchts. and Mfrs. Assn.

*GRANGER, ALFRED, F. A. I. A., Chicago, Ill. Past Pres. Chicago A. I. A.; Pres. Soc. of Archts.; Archts. Club; Mem. Bd. of Dirs. Northwestern U. Settlement; A. I. A. Com. on Federal City.

GRANT, JOSEPH D., San Francisco, Cal. Merchant. V.P. "Save the Redwoods" League; Life Trustee Stanford U.; Trustee Cal. Acad. of Sci. Rendered distinguished service in conservation and roadside improvement.

GRANT, ULYSSES S., 3d, F. A. G. S., Washington, D. C. U. S. Army. Dir. Pub. Bldgs. and Parks; Exec. Officer and Mem. Nat. Cap. Park and Planning Commn.; Arlington Memorial Bridge Commn.; Hon. Mem. A. I. A.; Nat. City Planning Inst.; Mem. Kalorama Citizen's Assn.; Zoning Commn. Rendering distinguished service in the development of the Federal City.

GRAVES, HARVEY B., Rochester, N. Y. Dir. Highland Hosp.; Mem. C. of C.; Miami, Fla. C. of C.; Adv. Com. Y. M. C. A.; City Club. Originator and landscape architect of Sunny Side Development, Miami Beach, Fla.

GRAVES, HENRY S., New Haven, Conn. Forester. Past Pres. Am. Forestry Assn.; Former Prof. of Forestry, and Dir. and Dean, Yale Sch. of Forestry; Former Chief U. S. Forest Service. Mem. Soc. of Am. Foresters; Am. Geog. Soc.; and numerous other scientific and civic societies.

*GRAY, GORDON, San Diego, Cal.

*GREENLEAF, JAMES L., New York City. Landscape Architect. Former Pres. A. S. L. A.; Former Mem. Nat. Commn. on Fine Arts.

†GREGG, JOHN W., Berkeley, Cal. Landscape Architect. Former Prof. of Hort., Pa. State Coll.; Landscape Archt. U. of Cal. at Los Angeles; Sec. Pacific Coast Chapt. A. S. L. A.; Mem. U. Landscape Archts. Soc.; Cal. Conf. on City Planning; Nat. Conf. on City Planning; Am. Country Life Assn. Responsible for the development of park system, Berkeley, and U. of Cal. campus.

†GREGG, WILLIAM BURR, Hackensack, N. J. Interested in protection of Nat. Parks.

††GREGG, WM. C., Hackensack, N. J. Manufacturer, Inventor, and Art Collector. Former Dir., Outlook Company, N. Y.; V.P. A. C. A.; V.-Chmn. Southern Appalachian Nat. Park Commn.; Mem. Council on Nat. Parks, Forests and Wild Life; Audubon Soc.; Nat. Parks Assn. Rendered distinguished service for conservation of Nat. Parks and defender of S. W. corner Yellowstone Park.

†GRIBBEL, MRS. JOHN, Philadelphia, Pa.

††GRIES, JOHN M., Rosewood, O., and Washington, D. C. Economist. Chief, Pub. Constrn. Div., and former Chief, Div. of Building and Housing, Dept. Commerce; Mem. Bd. of Dirs. Better Homes in Am.; Pres. Harding's Conf. on Unemployment, 1921; Nat. Conf. on Street and Highway Safety, 1924; Nat. Conf. on City Planning; Hon. Mem. City Planning Inst. Represented U. S. Dept. Commerce at Internat. Housing and Town Planning Congress, Vienna, 1926. Rendering distinguished service in housing.

†GRIES, MRS. JOHN M., Rosewood, O. Special interests: civic education and development of Federal City.

*GRIFFITH, WARREN, Toledo, O.

GRUNDY, JOSEPH R., Bristol, Pa. U. S. Senator.

GUCKER, FRANK T., Philadelphia, Pa. Interested in civic improvement.

*GUNTER, W. A., JR., Montgomery, Ala.

GURLITT, CORNELIUS, Dresden, Germany. Town Planner. Hon. Pres. German Soc. of Archts.; Free German Acad. of Town Planning; Prof. Dresden Inst. of Technology; Hon. Mem. Assn. Austrian Archts.; Mem. German Soc. Garden Archts.; Saxon Soc. on Hist. Monuments. Author of many articles on history and town planning.

†GUTHRIE, FRANCIS S., Pittsburgh, Pa. 1st V.P. and Mem. Bd. of Dirs. Civic Club, Allegheny Co.; Sec. and Treas. Elections Assn., Allegheny Co. Es-

specially interested in highway and roadside improvement.

§HAFF, DELBERT JAMES, Kansas City, Mo. Lawyer. Dir. local Chapt. A. R. C.; Mem. Am. Bar Assn.; C. of C.; Am. Soc. for Internat. Law; Am. Acad. Polit. and Soc. Sci.; Bd. of Govs., Liberty Memorial Assn.; Former Mem. Bd. of Freeholders which framed Kansas City Charter, 1908; Former Mem. (and Pres.) Bd. of Parks Comms. Author of Kansas City Park Law. **§HAGEDORN, JOSEPH H.**, Philadelphia, Pa. Dir. Housing Assn.; V.P. Public Edn. and Child Labor Assn.; Trustee, Bur. of Mun. Res.; Phila. Commn.; Phila. Forum.

HAGER, KURT, Dresden, Germany. City Planner. Has rendered important service in promotion of city planning.

§HAILMAN, J. D., Pittsburgh, Pa. Former Pres. Civic Club Allegheny Co.; Sec. Bd. of Trustees Carnegie Library; Mem. City Planning Commn.; Bd. of Edn.; Chmn. local Fed. City Com, A. C. A.

HALDEMAN, B. ANTRIM, Philadelphia, Pa. Chief Town Planner, Housing Div., Emergency Fleet Corp., 1918; Chief, Div. of City Planning, and Mun. Engr. Pa. Dept. of Intern. Affairs, 1919 to 1928; City Planning Engr., Bureau of Surveys, 1894 to 1918; Mem. Nat. Housing Assn.; Nat. Conf. on City Planning; Am. City Planning Inst.; Pa. Housing and Town Planning Assn.; Pa. Forestry Assn.; Regional Planning Fed. of Tri-State Dist.

***HALL, LOUIS P.**, Ann Arbor, Mich. Chmn. local Bd. A. R. C., 1917-21; Mem. Am. and Mich. State Dental Soc.

***HALL, MRS. LOUIS P.**, Ann Arbor, Mich. **HAM, WILLIAM F.**, Washington, D. C. Pres. Washington Ry. & Elec. Co.; Dir. Fed. Am. Nat. Bank; Mem. Blue Ridge Rod & Gun Club; Nat. Press Club; Rotary Club. Interested in Federal City.

***HAMILL, MRS. CHARLES**, Chicago, Ill. **HAMLIN, MRS. CHARLES S.**, Washington, D. C. V.P. Nat. Civic Fed.; Pres. Mattaponi (Mass.) Improvement Assn.

HAMLIN, CHAUNCY J., Buffalo, N. Y. Pres. Buffalo Soc. Nat. Sci.; Chmn. Niagara Frontier Planning Bd.; Nat. Conf. on Outdoor Recreation; Dir. Am. Assn. of Museums; Niagara Frontier Planning Assn.; City Planning Assn., Inc.; V.-Chmn. Allegheny State Park Commn.; Trustee Am. Mus. Nat. Hist.; Bd. Mem. Fed. Soc. on Planning and Parks; Mem. Council of Boy Scouts; Advisory Council Yosemite Mus. Assn.; Roosevelt Wild-Life Station; Legal Aid Bureau; C. of C.; Mun. Res. Bur.; Explorers Club; Sierra Club; N. Y. State Roosevelt Memorial Commn.; Nat. Econ. League; Symphony Orchestra Assn. Promoted city and regional planning and recreation. Actively interested in symphony and

chamber music and administration of museums.

†HAMMOND, JOHN HAYS, F. A. A. A. S., New York City and Washington, D. C. Mining Engineer. Special expert U. S. Geol. Survey, 1879; Consulting Engr. with Cecil Rhodes in South Africa; Pres. Panama-Pac. Expn. to Europe, 1912; Chmn. World Court Congress, 1914-15; Pres. Am. Inst. Mining Engrs.; Mem. Nat. Civic Fed.; and other civic and political bodies. Actively interested in development of Federal City.

***HANNA, JOHN H.**, Washington, D. C. Pres. Capital Traction Co. Mem. A. S. C. E.; Am. Inst. of Elec. Engrs.; Bd. of T.; C. of C.; Mehts. and Mfrs. Assn.; Columbia Hist. Soc.; Georgetown Citizens Assn.; District Council Boy Scouts.

HANSEN, A. E., New York City. Mem. Staten Island Civic League; Plumbing Standardization Com.; U. S. Dept. Commerce; Boy's Work Com., N. Y. Rotary Club; Fellow, Am. Pub. Health Assn.; Mem. Am. Assn. for Promotion of Hygiene and Pub. Baths.

HANSON, AUGUSTUS H., Washington, D. C. Engaged in park and city planning for Federal City.

HARBISON, WILLIAM ALBERT, New York City. Interested in preservation of Niagara Falls.

***HARDAWAY, JAMES H.**, Montgomery, Ala.

HARDING, MISS GENA RUSSELL, Washington, D. C. Interested in development of the Federal City and community improvement.

***HARDING, JOHN T.**, Kansas City, Mo.

§HARE, S. HERBERT, F. A. S. L. A., Kansas City, Mo. Landscape Architect; City Planner. Mem. Bd. of Govs. Am. City Planning Inst.; Mem. Nat. Conf. on City Planning; Mun. Art Commn.; Citizens League; Civic Com. of C. of C. Active in city planning and park development.

HARE, SID J., F. A. S. L. A., Kansas City, Mo. Landscape Architect; City Planner. Active in city planning and park development.

HARKIN, J. B., Ottawa, Can. Commr., Nat. Parks of Can.; Dir. Government efforts to preserve natural scenery and hist. sites, and active in conservation and recreational movements.

***HARLAN, EDGAR**, Des Moines, Ia. Curator, Hist. Dept., Iowa; Sec. State Conserv. Commn.; Fine Art Assn.; founder of Miss. Valley Hist. Assn.; Mem. State Library Assn.; State Hist. Assn.; Am. Hist. Assn.; Am. Acad. Polit. and Soc. Sci.; Outdoor Life Assn. of Am.; Chmn. local Fed. City Com. A. C. A.

HARMON, H. E., Watertown, N. Y. Interested in civic improvement.

HARPER, CLARENCE L., Germantown, Pa. Pres. Pa. Civ. Serv. Assn.; V.P. Bur. of Mun. Res.

***HARPER, J. C.**, La Jolla, Cal.

*HARPER, ROBERT N., Washington, D. C. Banker. Pres. District Nat. Bank; Washington & Leesburg Good Roads Assn.; former Pres. Washington C. of C.; Chmn. civic section, Pres. Wilson's inauguration, 1913; Mem. Bd. of T.

*HARRIS, ALBERT L., F. A. I. A., Washington, D. C. Architect. Mun. Archt. for D. of C.; Prof. Archt. George Washington U.

§HARRIS, CREDO, Louisville, Ky. Author. Mem. Ky. State Hist. Soc. Connected with Louisville *Courier Journal*.

HARRIS, MRS. H. F., Philadelphia, Pa. Interested in civic improvement.

†HARTSHORN, MRS. STEWART, Short Hills, N. J.

†HARVEY, FREDERICK HENRY, Kansas City, Mo. Actively interested in Nat. Park movement.

HARVEY, MRS. JOHN S. C., Radnor, Pa. Interested in community improvement.

*HASSELL, W. J., Kansas City, Mo. Publisher. Rendered distinguished service to civic improvement and Federal City through the columns of the *Kansas City Star*.

HATCH, WILLIAM B., Ypsilanti, Mich. Studied coöperative development in Europe as mem. of the Am. Commn., 1913; now introducing it in his own community and promoting municipal ownership of public utilities.

†HATHAWAY, MISS ELLEN R., New Bedford, Mass.

HAVENNER, GEORGE C., Washington, D. C. Statistician; Author. Pres. Fed. of Citizen's Assns.; Anacostia Citizens Assn.; City Club; Dir. Community Chest; Chmn. Citizen's Adv. Council of D. C. Promoted reclamation of Anacostia River flats for a parkway; abolition of grade crossings in D. C.; supported George Washington Memorial Parkway bill.

†HAY, LOGAN, Springfield, Ill. Pres. Abraham Lincoln Assn. and custodian of Abraham Lincoln Museum.

HAZARD, MRS. R. G., F. A. G. S., F. Royal Hort. Soc. of Eng., Providence, R. I. Pres. of the South County Garden Club of R. I.; V.P. Mus. of Natural Hist., Santa Barbara, Cal., dedicated to the memory of R. G. Hazard; Mem. N. Y. Hort. Soc.; Life Mem. Forestry Assn.; Dir. Cottage Hosp., Wakefield, R. I. Rendering distinguished service in the promotion of roadside improvement and village gardens in R. I.

§†HEARD, MRS. DWIGHT B., Phoenix, Ariz. Sec. of Bd., Community Chest; Soc. Serv. Center; Bd. Mem. A. R. C.; Americanization Assn.; Chmn. Bd. of Pub. Charities. Actively interested in city planning, park development, and general community improvement.

*HEAVENRICH, WALTER S., Detroit, Mich. HECHT, FRANK A., JR., Barrington, Ill. Pres. Civic League; Dir. C. of C.; Mem. Bd. of Edn. Actively interested in community welfare.

HEILIGENTHAL, R., Karlsruhe, Germany. City Planning Prof. at the Inst. of Technology; Author. Mem. Exec. Com. Internat. Fed. for Housing and Town Planning; German Acad. of Town Planning; Bd. Mem. German Soc. of Garden Cities. Formerly Town Planning official for the city of Berlin.

*HELEN, ARTHUR, Washington, D. C. Lawyer.

*HELLER, M. F., San Diego, Cal.

†HEMENWAY, AUGUSTUS, Boston, Mass. Mem. Metrop. Park Assn. Built and presented to Harvard U., Hemenway Gymnasium; presented new high school and library building to town of Canton, Mass.

HEMINGWAY, GEORGE R., Oak Park, Ill. Interested in community improvement.

§HENCK, JOHN B., Santa Barbara, Cal. Elec. Engr. Former Sec. faculty Mass. Inst. of Techn.; Mem. A. A. A. S.; City Council; Am. Acad. Polit. and Soc. Sci.; Am. Nat. Econ. League; C. of C. Promoted new city charter and park improvement for Santa Barbara.

HENDERSON, CHARLES, New York City. Horticulturist. Interested in park development.

*HENDERSON, EDGAR B., Washington, D. C.

HENDERSON, MRS. JOHN B., Washington, D. C. Hon. V.P., Congressional Club. Active in movement for the beautification of Washington.

*HENDERSON, WILLIAM G., Washington, D. C. Patent Attorney. Mem. Bd. of T.; Cosmos Club.

*HENDREN, MRS. L. L., Athens, Ga.

HENTZ, LEONARD S., Madison, N. J. Interested in community improvement.

*HERKIMER, BERT S., New York City.

HERRICK, CHARLES M., Bayonne, N. J. City Planning Engr. Asst. Engr. City Planning Commn.; Mem. Am. City Planning Inst.; Nat. Conf. on City Planning; Nat. Housing Assn.; Nat. Conf. on State Parks; Nat. Conf. on Social Work; Playground and Recreation Assn.; Am. Public Health Assn.; Nat. Mun. League.

§HERROLD, GEORGE H., St. Paul, Minn. City Planner. Managing Dir. and Engr. City Planning Bd. Promoted development of State Capitol. Chmn. local Fed. City Com. A. C. A. Interested in city planning.

HERSEY, ADA H., Roxbury, Mass. Mem. Women's Mun. League, Boston; Roxbury Civic League and Improvement Soc. Especially interested in promoting improved street conditions and smoke abatement.

HEURICH, CHRISTIAN, Washington, D. C. Mem. C. of C.; Bd. of T.; Columbia Hist. Soc.; Nat. Geog. Soc.; City Club and various Citizens Assns. Prominent in numerous civic enterprises for the development of the Federal City.

§HEWETT, AINSLEE, Louisville, Ky. Architect. Interested in civic improvement and architectural control.

*HEWETT, EDGAR L., F. A. A. A. S., Santa Fe and Albuquerque, N. M. V.P. Am. Fed. of Arts; Dir. Sch. Am. Res. and Mus. of N. M.; Dir. Am. Res. for Archæol. Inst. of Am.; Social Editor Am. *Journal of Arts*; Author of numerous papers on Am. Archæology, Sociology and Education. First scientist to study and make known the Cliff Dwellers region of Pajarito Plateau, N. M.; also made archæol. survey for Mesa Verde, 1906. Has rendered distinguished service in preparing existing laws for preservation of Am. antiquities and Nat. Hist. Monuments.

HEWLETT, WALTER J., New York City. Interested in community improvement.

HEYDECKER, WAYNE D., New York City. City Planner; Asso. Editor *American City Magazine*; Former Dir. of Research, Am. City Bureau and later Field Sec., Regional Plan of N. Y. and Its Environs; Mem. Nat. City Planning Conf.; Am. City Planning Inst.; Past Chmn. Planning Bd., Mt. Vernon; Sec. (and V.P.) Westchester Co. Planning Fed.; Fairfield Co. Planning Assn. Co-author with E. P. Goodrich of "Sunlight and Daylight for Urban Areas," published by the Regional Plan of N. Y., 1929.

*HICKS, V. M., Raleigh, N. C.

HIERONYMUS, R. E., Urbana, Ill. Educator. Former mem. faculty State Normal Sch., Cal.; Supt. U. Extension Work Southern Cal.; Community adviser U. of Ill. Actively interested in country planning and community improvement.

HIESTER, MRS. ISAAC, Philadelphia, Pa. Interested in Nat. Parks and Federal City.

*HIETT, IRVING B., Toledo, O. Mem. Zoning and Planning Com., U. S. Dept. Commerce; Former Pres. Nat. Assn. of Real Estate Bds.

*HILL, MRS. A. ROSS, Kansas City, Mo. Interested in community improvement.

HILPERT, MEIER GEORGE, Bethlehem, Pa. Consulting Engineer. Mem. A. S. C. E.; A. S. M. E.; Am. Welding Soc.; Assoc. Am. Ry. Engring Assn. Interested in waterways protection and park development.

HILTON, Miss AGNES, Cincinnati, O. Pres. Ohio League of Women Voters; Mem. Bd. of Dirs. League of Women Voters; Hon. Mem. City Planning Charter Com.; Chmn. Jr. Red Cross; Trustee Pub. Library. Promoted city manager form of government, with proportional representation for Cincinnati.

*HINCH, R. L., Kansas City, Kans.

†HIXON, J. M., La Crosse, Wis.

HOADLEY, MRS. CHARLES, Englewood, N. J. Chmn. Billboard Regulation Com.; N. J. State Fed. of Women's Clubs. Participated actively in movement for State highway improvement and restriction of outdoor advertising.

HODGDON, MRS. FREDERICK C., New York City. Pres. City Garden Club; Women's Mun. League; Mem. Bd. of Dirs. Mun. Art Soc.; Exec. Com. Citizen's Union; V-Chmn. Adv. Council, N. Y. Botanical Gardens; Sec. Gramercy Park Assn.

HOFF, RUSSELL S., Rahway, N. J. Pres. Union Co. Shade Tree Commn. Rendered active civic service in planting and care of shade trees.

*HOFFMAN, ARTHUR J., Detroit, Mich.

†HOFFMAN, BERNHARD, Santa Barbara, Cal., and New York City. Participated in rebuilding of Santa Barbara after earthquake and securing architectural control.

*HOIT, HENRY F., Kansas City, Mo.

HOLBROOK, W. E., Lakewood, N. J. Shade Tree Expert. Interested in Nat. Parks.

§HOLCOMBE, AMASSA M., Washington, D. C. Chmn. Com. Public Utilities, Mt. Pleasant Citizens' Assn. Mem. Bd. of T.; Fed. Citizens Assns. Active on committees for zoning and school extension in District of Columbia.

†HOLLINGSHEAD, MRS. GEORGE GIVEN, Montclair, N. J.

HOLLISTER, GEORGE H., Hartford, Conn. Supt. of Parks, Past Pres. and Mem. Am. Inst. of Park Exec.

*HOLMES, E. CLARENCE, Berkeley, Cal.

HOLMES, E. J., Cincinnati, O. Pres. Practicing Engineers' Assn.; Dir. Civic Club of Mt. Washington. Especially interested in real estate development as applied to city planning and parks.

HOLMES, EDWARD J., Boston, Mass. Dir. Mus. of Fine Arts.

HOLMES, W. H., Kansas City, Mo. Interested in community improvement.

*HOLMES, W. H., Washington, D. C. Artist, Geologist, and Archæologist. Dir. Nat. Gallery of Art; Former Pres. Wash. Acad. of Sci.; Mem. Archæol. Inst. of Am.; Life Mem. Nat. Geog. Soc.; Am. Folklore Soc. Rendered important service through scientific research.

HORNER, MRS. GILBERT, Danbury, Conn. V.-Regent Mary Wooster Chapt., D. A. R.; Mem. Putnam Memorial Park Commn.; Women's Council, Camp Mohawk, Y. M. C. A. camp for boys and girls.

HOSTETTER, HARRY B., Lancaster, Pa. Mem. C. of C.; City Planning Com.; Shade Tree Commn. Interested in the promotion of civic modernization and zoning and traffic improvements.

†HOUGHTON, CLEMENT S., Boston, Mass.

HOUGHTON, MISS ELIZABETH G., Boston, Mass. Interested in Nat. Parks.

HOWARD, CLARENCE H., Granite City, Ill. Chmn. Bd. of Dirs. Gen. Steel Castings Corp.; Pres. St. Louis Council of Boy Scouts; Mem. St. Louis C. of C.; U. S. C. of C.; Am. Peace Soc. Rendering important service in civic education of the younger generation.

§HOWARD, ROBERT C., Washington, D. C. Mem. Bd. of T.; Mt. Pleasant Citizens Assn. Interested in park development in Federal City.

HOWE, GEORGE A., Los Angeles, Cal. Interested in Nat. Parks.

*HOWE, THOMAS, Indianapolis, Ind. Former Pres. Butler Coll.; Mem. C. of C.

*HOWELL, BEAUDRIC L., Washington, D. C. Civil Engineer. Chief interests: development of suburban property, subdivisions, and airports.

*HOWELL, CLARK, Atlanta, Ga. Editor. Past Pres. Ga. Senate; Former Speaker Ga. House of Rep. For twenty years trustee of U. of Ga.; Dir. Asso. Press; Editor *Atlanta Constitution*.

HOWELL, MRS. T. P., Cleveland, O. Rendered distinguished service in initiation of movement for and creation of the Fine Arts Garden.

HOWLAND, MISS EMILY, Sherwood, N. Y. Interested in community improvement.

*HOWLETT, MISS BLANCHE C., Washington, D. C. Interested in the Federal City and parks.

*HOYT, JOHN CLAYTON, Washington, D. C. Hydraulic Engineer. Past Pres. Soc. of Engrs.; Past V.P. Acad. of Sci.; V.P. A. S. C. E.; Mem. Am. Engring Council. Active in water-supply investigations and interested in planning road program for increasing population.

HUBBARD, HENRY V., Cambridge, Mass. Landscape Architect. Norton Prof. of Reg. Planning; Chmn. Harvard Sch. of City Planning; Mem. Bd. of Govs. Am. City Planning Inst.; V.P. Mass. Forestry Assn.; Mem. A. S. L. A.; Internat. Fed. of Housing and Town Planning; Nat. Conf. on Outdoor Recreation. Chief Editor *Landscape Architecture*; *City Planning Quarterly*. Co-author with T. K. Hubbard of "Our Cities Today and Tomorrow." War service as expert on Housing Com., Council Nat. Defense, and Asst. Mgr. and Acting Chief Town Planning Div., U. S. Housing Corp. Participated in movement for zoning highways of Mass.

*HUBLEY, GEORGE W., F. A. I. E. E.; F. A. S. M. E., Louisville, Ky. Engineer. Administrative Engr. and Chief of Conservn., U. S. Fuel Administration of Ky., 1918; Cons. Engr. Ky. State Bd. Charities and Corrections, 1920; Engr. Pub. Utilities Bur.; Mem. Engrs. and Archts. Club.

HUDRIK, D., Amsterdam, Holland. Town Planner and Housing Expert. Sec. Dir. Nederlandsch Instituut voor Volkshuisvesting en Stedebouw. Active in movement for town planning and better housing.

*HUGHES, CHARLES C., Seattle, Wash.

*HULL, MORTON D., Chicago, Ill. Ex-Congressman, former Mem. Ill. House of Rep. Mem. Ill. Constl. Conv., 1920; 68th-71st Congresses of U. S. Rendered important service in civic education.

HULL, ROY B., West Lafayette, Ind. Landscape Architect. Dept. of Agr. Extension, Purdue U. Directing roadside improvement, park development,

community planning and similar enterprises throughout State.

*HUNNEWELL, MRS. ARTHUR, Boston, Mass. Actively interested in Nat. Parks.

HUNNEWELL, HENRY S., Boston, Mass. Interested in Nat. Parks.

HUNT, MRS. ROY ARTHUR, Pittsburgh, Pa. Pres. Garden Club of Allegheny Co.; Mem. Garden Club of Am.; Civic Club of Pittsburgh. Especially interested in roadside improvement, elimination of billboards, and the conservation and planting of trees.

*HUNT, SUMNER P., Los Angeles, Cal. Architect. Mem. A. I. A.; Past Pres. S. Cal. Chapt. A. I. A.; City Plan Commn., Los Angeles. Interested in Federal City and city planning.

*HUNTINGTON, D. R., Seattle, Wash.

*HUSSEY, ERNEST B., Seattle, Wash. Chmn. Terminal Bd.; Mem. City Planning Commn.; Grade Separation Commn. Rendering important service for unification of railway terminals in Seattle and vicinity. Actively interested in river and harbor development.

HUSTON, CHARLES L., Coatesville, Pa. Manufacturer. Mem. Am. Inst. of Mining and Metall. Engrs. Interested in community improvement.

*HUTCHENS, MRS. M. J., Missoula, Miss. Chmn. local Fed. City Com. A. C. A.

*HUTCHESON, MRS. WILLIAM A., New York City. Consulting Landscape Architect. Mem. A. S. L. A. Especially interested in better outdoor planning for suburban districts, private estates, and cities.

HUTCHINGS, DWIGHT V., Riverside, Cal. Chmn. Conv. Com.; Mem. Beautification and Planning Com. of C. of C.; Spanish Art Soc. which is erecting pergolas over sidewalks from depot to Civic Center.

HUTTENLOCH, RALPH L., Upper Montclair, N. J. Pres. and Dir. N. J. Fed. of Shade Tree Comms.; Supervisor Dept. of Parks and Public Property; Shade Tree Div.; Mem. City Garden Club.

HYDE, DORSEY W., JR., Washington, D. C. Civic Research Specialist. Sec. C. of C.; Mem. Bd. of T.; Georgetown Citizen's Assn.; Nat. Mun. League; D. C. Library Assn.; Art Club; Bd. Mem. Public Affairs Information Service. Author of magazine articles on government, civic, and research problems.

*IDEN, MISS SUSAN, Raleigh, N. C. News Staff, *The Raleigh Times*.

*IDESON, MISS ETHEL F., Cincinnati, O. Asst. Sec. Better Housing League; Local Chmn. Better Homes in Am.; Chmn. Living Cost Com., League of Women Voters; Mem. City Charter Com.; United City and Reg. Planning Commn. Interested in Federal City, better housing, city planning, and archtl. Bd. of Reviews.

§HILDER, JOHN, Pittsburgh, Pa. Housing Consultant. Exec.-Dir. Pittsburgh Housing Assn.; Past Field Sec. Nat. Housing Assn.; Past Mgr. Dir. Phila. Housing Assn.; Past Mgr. Civic Develop. Dept. U. S. C. of C.; Chmn. Homes Registration Com., U. S. Housing Corp.; Mem. City Planning and Zoning Adv. Com., U. S. Dept. Commerce; Nat. Conf. on City Planning; Housing Consultant Nat. Cap. Park and Planning Commn.; Mun. Affairs Com., Civic Club of Allegheny Co.; Nat. Council on Housing Practice.

INGRAM, MRS. JOHN T., Quincy, Ill. Chmn. Civic Music Assn.; Bd. Mem. Music Club; Mem. Art Club; Little Community Theatre. Actively engaged in promoting community music and art.

*INGLIS, JAMES, Ann Arbor, Mich. Manufacturer. Dir. Fed. Res. Bank, Detroit; Nat. Bank of Commerce; former Pres. Detroit Bd. of Commerce.

*INGLIS, MRS. JAMES, Ann Arbor, Mich.

INMAN, MRS. SAMUEL M., Atlanta, Ga. Pres. Bureau Southern Women's Ednl. Alliance; Dir. C. of C.; Trustee Gen. Fed. Women's Clubs; U. of Ga. War Memorial Fund; Past Pres. Art Assn. Rendered important service in civic art and education.

*INSULL, MRS. SAMUEL, Chicago, Ill.

ITTNER, WILLIAM, St. Louis, Mo. Architect. Archt. Bd. of Edn.; V.P. Plaza Commn.; Past Dir. and Treas. Am. Inst. of Archts.; Past Pres. St. Louis Chapt. Inst. of Archts.; Local Chmn. Washington Plan Commn.; Past Sec. Civic Impr. League. Served as architectural adviser to schools in 116 cities and towns in 28 States.

JACKSON, MISS HELEN PAUL, Dos Palos, Cal.

JACKSON, MISS MARY L., Pittsburgh, Pa. Mem. Civic Club of Allegheny Co.; Citizens League; Citizens Com. on City Plan.

*JACKSON, WM. T., Toledo, O. Mayor. Interested in city planning.

*JACOBS, MRS. SOLON, Birmingham, Ala.

JACOBSEN, CHARLES, Washington, D. C. Cashier Nat. Metrop. Bank; Mem. Bd. of T. Interested in Federal City.

JACOBY, WILMER M., Pittsburgh, Pa. Chmn. Bd. of Zoning Adjustment; Mem. City Transit Commn.; Flood Commn.; Bd. of Advisers Inland Waterways Corp. of U. S. Actively engaged in promotion of civic improvement and community advance.

JAMES, HARLEAN, Washington, D. C. Exec. Sec. A. C. A.; Fed. Soc. on Planning and Parks; Past Pres. D. C. League of Women Voters; local branch A. A. U. W.; Chmn. Legis. Com. A. A. U. W.; Women's Jt. Congressional Com.; Sec. Appalachian Trail Conf.; Mem. Nat. Assn. Civic Sees.; Nat. Conf. City Planning; Nat. Mun. League; Nat. Arts Club. Author: "The Building of Cities," "Land Plan-

ning in the U. S. for the City, State and Nation."

JAMES, LEE WARREN, Dayton, O. Interested in civic improvement.

JANSS, HAROLD, Los Angeles, Cal.

JANSEN, HENRY, Wyomissing, Pa. Dir. Peoples Trust Co.; Reading C. of C.; Wyomissing Found. Inc.; Bd. Mem. Reading Hosp.; Mem. Boro Assn., Reading; Boro Council, Wyomissing. (Chmn. Street Com.)

JANTZER, GEORGE E., Brooklyn, N. Y. Mem. Nat. Conf. on City Planning. Interested in relieving housing conditions through better planning and improved building.

JEFFERSON, MRS. J. P., Santa Barbara, Cal. Interested in community improvement.

*JEMISON, ROBERT, JR., Birmingham, Ala. Realtor. V.-Chmn. Park Commn.; Past Pres. Nat. Assn. of Real Estate Bds.; Mem. C. of C.; U. S. C. of C.; Dir. Nat. Conf. on City Planning; Community Chest. During World War Asst. Mgr., Housing Div. U. S. Shipping Bd. Interested in promoting well-planned residential districts. Actively interested in Reg. Plan and Civic Center for Birmingham.

JENCKS, MRS. FRANCIS M., Baltimore, Md. Past Pres. Women's Civic League, now V.P. and Chmn. Finance Com. Actively interested in community improvement.

JENKINS, MRS. HELEN HARTLEY, Norfolk, Conn.

JENNINGS, COLEMAN, Washington, D. C. Pres. Assoc. Charities; Chmn. Exec. Com. Toc. H.; Mem. Bd. of Trustees, Community Chest; Nat. Com. Washington Cathedral; Bd. of Y. M. C. A.

JENNINGS, GEORGE H., Jewett City, Conn. Past Chmn. Pub. Sch. Commn.; Home Service Red Cross; Swarthmore Chautauqua in Jewett City. Participated in important movements for betterment of the community.

JENNINGS, MRS. HENNEN, Washington, D. C. Interested in development of Federal City.

*JESTER, LEWIS A., Des Moines, Ia. Realtor. V.P. City Planning Commn.; Mem. Bd. of Adjustment, Zoning Commn.; Public Welfare Bd.

JEWETT, J. J., Riverton, Wyo. Chmn. Local Sch. Bd.; Past Pres. Lion's Club. Actively interested in improvement of pub. sch. conditions and Nat. Parks.

†JOHNSON, ALBA B., Rosemont, Pa. Pres. Jefferson Medical Coll.; Pa. State C. of C.; Railway Bus. Assn.; Jefferson Med. Coll.; V.P. Phila. C. of C.; Mem. Am. Acad. Polit. and Soc. Sci.; Fairmount Park Art Assn.; Pa. Hist. Soc.; Phila. Art Jury.

JOHNSON, MRS. ALBA B., Rosemont, Pa. Interested in community improvement.

JOHNSON, ALFRED E., Providence, R. I. Minister, Mem. Audubon Soc.; Park Assn.; Nat. Kindergarten Assn.; R. I. Humane Assn.; Nat. Playground and

Recreation Assn. Interested in community improvement.

*JOHNSON, E. DANA, Santa Fe, N. M. Editor *New Mexican*.

JOHNSON, Miss IDA B., Washington, D. C., and Ipswich, Mass. Mem. Y. W. C. A.; Hist. Soc. Ipswich, to preserve and restore old estates. Interested in improvement of small towns and elimination of billboards.

JOHNSON, O. H. P., Washington, D. C. Banker. V.P. Nat. Metrop. Bank; Mem. Stock Exchange; Bd. of T. Interested in Federal City.

*JOHNSON, PYKE, Washington, D. C. Local Rep. Nat. Automobile C. of C.; Pres. Chevy Chase Home and School Assn.; Treas. Potomac Grange; Mem. Bd. of Gvns., D. C. Div. A. A. A. Interested in highway improvement and schools.

*JOHNSON, S. M., Washington, D. C. Pres. Nat. Boulevard Assn. Inc.; Gen. Dir. Lee Highway Assn. Inc.; Mem. and Dir. Nat. Co. Roads Planning Commn. Interested in highway improvement, parks and parkways for the Federal City.

†JOHNSON, WILLIAM TEMPLETON, San Diego, Cal. Chmn. local Fed. City Com. A. C. A. Interested in Nat. Parks and community improvement.

JOHNSTON, PAUL, Harrisburg, Pa. Interested in community improvement.

JONES, Miss AMELIA H., New Bedford, Mass. Interested in community improvement.

*JONES, JAMES, St. Louis, Mo. Interested in city planning.

JONES, Miss LOUISE E., Cold Spring Harbor, N. J. Interested in community improvement.

*JONES, O. G., Toledo, O. Mem. Faculty U. of Toledo.

§JONES, REUBEN W., Seattle, Wash. Mem. Zoning Com., City Planning Commn.; Coms. on Taxation and Edn., C. of C. Interested in community improvement. As member of the Zoning Com. participated in the preparation of the plan for school building program.

*JUSTEMENT, LOUIS, Washington, D. C. Architect.

JUSTIZ, F. CARRERA, Havana, Cuba. Dir. Propietario Revista Municipal.

*KALES, WILLIAM R., Detroit, Mich.

KANT, EMIL, State College, Pa. Mem. faculty Sch. of Agric. Interested in community improvement and country planning.

KAUFFMANN, RUDOLPH MAX, Washington, D. C. Literary Editor, *Evening Star*; Sec. Evening Star Newspaper Corp.; Trustee Corcoran Gallery of Art. Rendered important service to Federal City through news columns.

KAUL, JOHN L., Birmingham, Ala. Lumber Manufacturer. Pres. Kaul Land & Lumber Co.; local Chapt. A. R. C.; Dir. 1st Nat. Bank; Southern Pine Emergency Bureau; Mem. Southern War Service Com. of War In- dustries Bd.; Nat. Lumber Mfrs. Assn.; Nat. Citizens League; C. of C.; State Forestry Commn. Interested in forestry and community improvement.

KAY, W. E., Jacksonville, Fla. Rendered distinguished service by securing increased appropriations from Fla. Legislature for preservation of timber growth; responsible for passing of law for roadside improvement and proper city planning.

†KEATOR, Mrs. JOHN FRISBEE, Germantown, Pa.

*KEELER, CHARLES, Berkeley, Cal. Author. Former Dir. Mus. Cal. Acad. Sci.; past Pres. Cal. Writers; former Mng. Dir. C. of C. Actively interested in literature, poetry.

KEEN, W. W., Philadelphia, Pa. Surgeon. Mem. Civic Club; Playground Assn.; Welfare Fed.; Children's Aid Assn.; Children's Bureau; Jefferson Hosp. Welfare Assn.; Soc. to Protect Children from Cruelty; School of Occupational Therapy; Vacant Lots Cultivation Soc.; Public Charities Assn.; Public Edn. and Child Labor Assn. of Pa.; Travelers Aid Soc.; Visiting Nurses' Assn.; Bur. of Mun. Res.; Com. of 70; City Planning Assn.; Conf. on City Gov.; City Charter Com.; Pa. Elections Assn.; A. R. C. Interested in Nat. Parks and community improvement.

KERR, CYRUS, Washington, D. C. Mem. Am. Assn. of Port Authorities; Am. Fed. Arts; Am. Forestry Assn.; C. of C.; Cosmos Club; Garden Cities and Town Planning Assn., London, Eng.; Internat. Garden Cities and Town Planning Fed.; Nat. Conf. on City Planning; Nat. Geog. Soc.; Nat. Housing Assn.; Nat. Mun. League; Nat. Rivers and Harbors Congress. Author "A Nation Plan with a Suggestion for a World Plan." Formerly active in work on Appalachian and Tenn. Highway Assns.

*KELLY, BLISS, Oklahoma City, Okla. Asst. Mun. Counselor. Sec. City Planning Commn. Special interest: city and reg. planning and legal problems connected therewith.

†KELSEY, FREDERICK W., New York City and South Orange, N. J. Prepared original N. J. Shade Tree Commn. Law, 1895. Responsible for plan and development of Essex Co. Park System. Mem. Am. Game and Protective Assn.; Am. Park Soc.; Am. Scenic and Hist. Soc.; Nat. State Parks Assn.; Exec. Com. N. J. Parks and Playgrounds Commn.; Special Com. N. E. Soc. coöperating with Highway Commn. to develop parks and parkways of Essex Co.

KELSEY, HARLAN P., E. Boxford, Mass. Mem. Am. City Planning Inst.; Am. Inst. of Park Execs.; Mass. Civic League; Nat. Conf. on State Parks Nat. Parks Assn.; S. Appalachian Nat. Park Commn. apptd. to survey area for Eastern Nat. Parks in Appalachian system.

KEMP, WILLIAM S., Brookline, Mass. Interested in community improvement.

KEMPER, HATHAWAY G., Chicago, Ill. Lumber Manufacturer. Interested in community improvement.

KEMPER, JAMES S., Chicago, Ill. Lumber Manufacturer. Pres. Lumbermen's Mutual Casualty Co.; Nat. Assn. Automotive Mutual Ins. Cos.; Dir. Chicago Assn. of Commerce; V.P. Nat. Assn. Mutual Casualty Cos.; Mem. Am. Acad. Polit. and Social Sci.; U. S. C. of C.; Assn. of Commerce.

KENNEDY, F. L., Cambridge, Mass. Educator. Mem. faculty Harvard U.; A. S. M. E.; Am. Forestry Assn.; Harvard Engrg. Soc.; Nat. Conf. Social Work. Interested in community improvement.

*KENYON, J. MILLER, Washington, D. C. Counselor-at-law. Dir. Dist. Nat. Bank; Mem. Am. and D. C. Bar Assns.; Bd. of T.; C. of C.

KEPPLER, ARIE, Amsterdam, Holland. Dir. Housing, Amsterdam. Participated in movements for civic improvement.

*KERR, MRS. JOHN CLAPPERTON, New York City. Pres. Woman's League for Protection of Riverside Park. Rendered distinguished service in protection and preservation of New York City Parks.

KERRY, A. S., Seattle, Wash. Mem. C. of C.; U. S. C. of C.; past Pres. Park Bd. Rendered important civic service in development of city parks.

*KESSLER, WILLIAM H., Birmingham, Ala. Landscape Architect. Consultant on Reg. Planning, Birmingham dist.; Adviser to Fed. Garden Clubs. As Adviser to water-power corporation in Ala., Ga., and Tenn., is rendering important service in preservation of natural scenic beauty of rivers and water-power sites.

*†KIBBEY, MISS BESSIE J., Washington, D. C. Mem. Exec. Bd. Dupont Circle Citizens' Assn.; Monday Evening Club; Dept. Social Welfare. Actively interested in zoning and beautification of Federal City.

*KIMBALL, ALLEN H., Ames, Ia. Mem. faculty Iowa State Coll.

KINCAID, WM. WALLACE, Niagara Falls, N. Y. Manufacturer. Pres. Home Security Investment Co.; Dir. Power City Bank; Pres. Old Fort Niagara Assn.; Mem. Bd. Niagara Frontier Planning Assn.; U. S. C. of C.; Niagara Falls C. of C.; Niagara Co. Park Commn.; Am. Acad. Polit. and Social Sci.; Roosevelt Memorial Assn. Interested in regional planning.

*KING, MISS GENEVIEVE, San Francisco, Cal.

KING, MRS. HENRY P., Boston, Mass. Interested in community improvement.

*KIRBY, JOHN H., Houston, Tex. Lumberman. Pres. Kirby Lumber Co.; Texas World's Fair Commn., 1903; Mem. Nat. Lumber Mfrs. Assn. of Chicago; Texas House of Representa-

tives, 1912; Pres. Harding's Unemployment Conf., 1921.

KIRKWOOD, MRS. ROBERT C., Palo Alto, Cal. Interested in community improvement.

KIZER, B. H., Spokane, Wash. Rendered important service in furthering and developing City Plan.

*KLAUBER, MELVILLE, San Diego, Cal.

KLETSCH, ALVIN P., Milwaukee, Wis. Dir. 1st Civic Found.; Pres. Auditorium Co.; Auditorium Govng. Bd.; Mem. Lower West Side Advancement Assn.; County Park Bd.; Washington Park Zoöl. Soc.

KLORER, JOHN, New Orleans, La. Pres. Am. Soc. of Mun. Impr., 1929; since 1925 Commr. of Pub. Property for New Orleans. Active in water-front development.

KNAPP, GEORGE O., New York City. Interested in community improvement.

*KNOWLES, MORRIS, Pittsburgh, Pa. Cons. Engr. Dir. C. of C.; Am. Inst. of Cons. Engrs.; A. S. C. E.; V. Chmn. Commn. to study Mun. Consolidation in Counties of the Second Class; Mem. U. S. C. of C.; Zoning Com. U. S. Dept. Commerce; Am. City Planning Inst.; Am. Soc. of Mun. Impr.; Nat. Mun. League; Nat. Housing League; Internat. Housing and Town Planning Assn.; Internat. Fed. for Town Planning and Garden Cities; Pa. Housing and Town Planning Assn.; Pa. State C. of C.; Civic Club of Allegheny Co.; Flood Commn.; Engrs. Soc. of Western Pa.; Engrg. Inst. of Canada; Nat. Inst. of Social Sci.; N. E. and Pa. Water Works Assns.; Am. Water Works Assn.; Am. Public Health Assn. Active in movements for basic standards and legislation of city and reg. planning; for development of federated form of government in Pittsburgh and Allegheny Co.; civic improvements through city planning and zoning.

*†KOHLER, WALTER J., Kohler, Wis. Manufacturer. Gov. of Wis. Pres. Kohler Co.; Kohler Improvement Org. "to make Kohler Village an American Garden City"; Sheboygan Home for the Friendless. Rendered distinguished service in improvement of industrial housing.

KREBS, MRS. H. C., Williamsburg, Va. Pres. Williamsburg Civic League; Mem. A. A. U. W.; D. A. R.; Garden Club. Active in movement for more beautiful "Colonial Williamsburg."

KREIDER, LOUIS S., Youngstown, O. Realtor. Interested in community improvement.

*KRIEGER, A. A., Louisville, Ky. City Engr.

KRONER, HAYES, Washington, D. C. U. S. Army. Interested in community improvement and roadside beauty.

KRUESI, PAUL J., Chattanooga, Tenn. Manufacturer. Acting Asst. U. S. Dept. Commerce, 1929; past Dir. U. S. C. of C.; Dir. and Pres. Chattanooga

C. of C.; Trustee U. of Chattanooga. Interested in community improvement.

*KRUSE, WALTER O., Davenport, Ia. Former mem. Com. on "Plan of Washington and Environs." Rendered important service as mem. of zoning com. in securing passage of zoning law in Davenport.

§KUNZ, GEORGE FREDERICK, New York City. Pres. Am. Scenic and Preservation Soc.; Hon. Research Curator of Precious Stones, Am. Mus. of Natural Hist.; V.P. Am. Mus. of Safety; Hon. Pres. and Trustee, Mus. of Peaceful Arts; Hon. Pres. Bird and Tree Club. Actively interested in conservation and development of Federal City.

LAIRD, WARREN P., F. A. I. A., Philadelphia, Pa. Prof. Architecture U. of Pa.; Dean Sch. of Fine Arts, U. of Pa.; Mem. Bd. of Dirs. Reg. Planning Fed.; Zoning Commn., 1929; Pa. State Art. Commn.; Merion Civic Assn.; Hon. Mem. Soc. of Archts., Uruguay, S. A.; Art Alliance; Am. Sec. Permanent Com. on Internat. Congress of Archts.; Archæol. Soc. of Am. Cons. Archt. for state, municipal and other buildings.

LAMADE, DIETRICK, Williamsport, Pa. Publisher. Dir. Lycoming Trust Co.; Trustee Savings Inst.; Community Trust; Williamsport Hosp.; Mem. Asso. Press; Am. Newspaper Pub. Assn.; Pa. State Editorial Assn.

*LAMB, ROBERT S., Washington, D. C. Ophthalmologist. Mem. Am. and D. C. Med. Soc.; Bd. of T. C. of C.

§LAMONT, T. W., New York City. Banker. Dir. Guaranty Trust Co.; Internat. Harvester Co.; Crowell Pub. Co.; Trustee Carnegie Found. for Advancement of Teaching; Phillips Exeter Acad. Represented U. S. Treasury on Am. Commn. to Negotiate Peace, Paris, 1919.

LAMONT, MRS. T. W., New York City. Interested in Federal City.

*LAMPING, GEORGE B., Seattle, Wash.

*LAMPMAN, B. H., Portland, Ore. Publisher. Staff Mem. *Oregonian*.

*LANDER, HENRY, F. Geol. S. A., Seattle, Wash. Geologist. Dean Coll. of Sci., U. of Washington; State Geologist, 1901-21; Mem. Nat. Geog. Soc.; Am. Inst. of Mining and Metall. Engrs.

*LANDES, MRS. HENRY, Seattle, Wash. Mem. City Council, 1922-26; Mayor, 1926-28; Mem. Bd. of Dirs. A. R. C.; Community Fund; Fed. Women's Clubs.

†LANG, MRS. ROBERT B., Racine, Wis.

§LANGWORTHY, MRS. B. F., Winnetka, Ill. Corresponding Sec. Women's City Club of Chicago; V.P. Gov. Planning Assn.; Adult Edn. Council; Bd. Mem. Nat. Congress of Parents and Teachers. Rendering valuable service as mem. Exec. Com. on Tax Re-valuation, Cook Co., and in promotion of improved governmental methods and education for citizenship.

§LANSBURGH, MRS. JULIUS, Washington, D. C.

*LARNER, JOHN B., Washington, D. C. Lawyer. Pres. Loan and Tr. Co.; Dir. Equitable Coöperative Bldg. Assn.; V.P. John Dickson Home; Dir. Bd. of T.; Mem. Archæol. Soc.; Columbia Hist. Soc.

LAUSEN, A. F., JR., San Francisco, Cal. Interested in community improvement.

LAVENSON, A. S., Oakland, Cal. Interested in community improvement.

LAWRENCE, ARTHUR W., Bronxville, N. Y. Past Pres. Westchester Co. C. of C.; Transit Commn.; V.P. Park Commn. Interested in park and community development.

§LAWRENCE, ELLIS F., F. A. I. A., Portland, Ore. Architect. Dean Sch. of Archt. and Allied Arts, U. of Ore.; Dir. Ore. Bldg. Congr.; (Chmn. Ore. Bldg. Congr. Com. on Waterfront Impr.); Mem. City Planning Commn.; City Club. Active in campaign for zoning and public auditorium.

*LAWRENCE, F. E., JR., St. Louis, Mo. Sec. City Plan Commn.; Mem. Nat. Conf. on City Planning; Gen. Council on Civic Needs; Exec. Sec. Nat. Planning Fed. of St. Louis Dist.

LAWRENCE, MRS. JOHN W., Glenshaw, Pa. Mem. Civic Club of Pittsburgh; State Forestry Commn.; Garden Club of Am.; Chmn. Billboard and Roadside Com. of Garden Club of Allegheny Co. Interested in city planning and community advance.

LAWTON, MRS. W. L., Glens Falls, N. Y. Chmn. Nat. Council for the Protection of Roadside Beauty; Chmn. Rural and Highway Adv., Gen. Fed. Women's Clubs. Rendered distinguished service in fight for restriction of billboards and as pioneer in State Roadside Surveys.

LAZARUS, FRED, JR., Columbus, O. Mem. Bd. of Dirs. Community Bd.; Jewish Welfare Fed.; Industrial Bur.; Mem. Gallery of Fine Arts; Pres. Jewish Orphan Home, Cleveland, O.

LAZARUS, SIMON, Columbus, O. Merchant. Interested in community improvement.

LEA, ARTHUR H., Philadelphia, Pa. Mem. Com. of 70; City Charter Com.; Conf. on Mun. Govt.; Mun. League; Union Com. opposing Overhead Trolley; Citizen's Mun. Assn.; Taxpayer's Com. on City Finance; New City Charter Com.; Contributing Mem. Civic Club. Aided in adoption of City Charter, voting machine, proportional representation, and City Manager Plan.

§LEA, MRS. ARTHUR H., Philadelphia, Pa. Interested in community improvement.

LEAVITT, GORDON, New York City. Civil Engr. Mem. Nat. Conf. on City Planning; Nat. Conf. on State Parks; Park Assn.; State C. of C. Participated in movements for development of county parks and city planning in Camden, N. J., and Brunswick, Ga.; regional planning in Glynn County, Ga.

§LEE, E. BROOKE, Silver Spring, Md. Speaker Md. House of Delegates. Past Sec. State of Md.; V.P. Takoma Park Bank; Pres. N. Washington Realty Co.; Pres. Maryland News Publishing Co. Active in development of Federal City in Maryland Section.

LEEDS, ARTHUR N., Germantown, Pa. Interested in civic improvement.

§LEETCH, FRANK P., Washington, D. C. Dir. and Mem. Exec. Com. Washington Bd. of T.; Reg. V.P. Nat. Rivers and Harbors Congr.; Past Pres. and now Chmn. Exec. Com. Georgetown Citizens' Assn. Active in development of Federal City through civic orgns.; aided in preparation of bills for Congress.

LEFFINGWELL, R. C., New York City. Banker. Former Asst. Sec. U. S. Treas.; Mem. J. P. Morgan & Co.; Bar Assn.

LEHMAN, ALBERT C., Blawnox, Pa. Steel Manufacturer. Patron of the Arts; Dir. Jewish Fed. Philanthropies; Jewish Big Brother Club; Nat. Farm Sch. (Phila.); Mem. Bur. of Mun. Research; Rotary Club. Active in promoting fine arts and civic advances.

LEHMAN, MRS. IRVING, New York City. Interested in Nat., State, and city parks.

LEHMAN, LEO, Pittsburgh, Pa. Mem. Civic Club of Allegheny Co.; Golden Triangle Assn. which promotes city planning for downtown section of city. Donated funds for hillside landscaping on Blvd. of the Allies.

LEHMANN, GEORGE D., Toledo, O. Chmn. Lucas Co. Planning Commn.; Dir. Maumee River Scenic and Hist. Highway Assn.; Mem. City Plan Commn.; C. of C. (also C. of C. City and County Planning Com.); Reg. Plan Com., City Appeal Bd.; Citizens Plan Assn.; State Conf. on City Planning; Nat. Conf. on City Planning; Am. Assn. of Engrs.

LEIGHTON, MRS. E. F., St. Paul, Minn. Pres. Pioneer Civic Club; First V.P. Central Council of Dist. Clubs; past Chmn. Better Homes in Am.; 1st Sec. Minn. Woman's Rivers and Harbors Congr.; incorporator Minn. Farm Woman's Congr.; organizer Children's Preventorium, Lake Owasso; Mem. St. Paul Assn.; Public Safety Council; Neighborhood House Assn.; Homes Garden Club; Civic Union; Central Council Civic Clubs; Welfare League; Visiting Mother of city and county institutions. Active in movements for \$16,000,000 bond issue for improvements, for purchase of Highland Park, for establishment of municipal airport, improved street lighting system, municipal bird and game sanctuary.

LEIMERT, WALTER H., Los Angeles, Cal. Mem. Exec. Com. Citizens Com. on Parks, Playgrounds, and Beaches; Com. on Real Estate; City and County Planning Com.; C. of C. Participated actively in subdivision development in S. Cal. Interested in city planning.

LETTON, JOHN F., Williamsport, Pa. Interested in community development.

LEVISON, J. J., Sea Cliff, N. Y. Forester. Former Chief Forester City of N. Y.; past Lecturer on landscape forestry at Yale U. Sch. of Forestry; Senior Mem. Soc. of Am. Foresters; Senior Mem. Am. Assn. of Park Supts.; Mem. Am. Forestry Assn.; Nat. Geog. Soc.; Forester, Am. Assn. for Planting and Preservation of City Trees; V.P. Tree Planting Assn. Rendered important service for parks and public playgrounds. Successful in eliminating insects and tree diseases on large scale, and in naturalistic planting and woodland preservation.

†LEVISTON, MRS. GEORGE, San Francisco, Cal. Dir. Nat. Conf. on State Parks; Mem. Am. Forestry Assn.; "Save the Redwoods" League.

LEVY, HARRY M., Cincinnati, O. Interested in community improvement.

LEWIS, MRS. HOWARD W., Philadelphia, Pa. Adv. V.P. Civic Club; past V.P. and Chmn. Mun. Arts and Tree Planting Com.; Mgr. City Parks Assn.; Mem. Art Alliance; Pa. Soc. Colonial Dames of Am. Special interest: city planning and park and roadside tree planting.

§LEWIS, ION, Portland, Ore. Interested in Nat. Parks and community improvement.

*LEWIS, M. W., Washington, D. C.

LIGHT, CHARLES P., Washington, D. C. Investment Broker. Dir. Franklin Nat. Bank; Mem. Bd. of T.; Nat. Press Club; English Speaking Union. Interested in Federal City.

LILIENBERG, ALBERT, Goteborg, Sweden. City Planner. Interested in city planning.

LINCOLN, MRS. ROBERT, Washington, D. C. Interested in Federal City.

LINDSAY, GEORGE F., St. Paul, Minn. Participated actively in work of Greater St. Paul Com., St. Paul Assn., and Planning Bd. For work as Chmn. Bd. of Trustees, Children's Hosp., and Symphony Com., together with individual efforts, was awarded Distinguished Service Medal as "Citizen who has done the most for St. Paul in 1928."

LINN, TALFOURD P., Columbus, O. Lawyer. Participated actively in securing and administering Art Mus. Interested in community improvement.

§LIPPINCOTT, MRS. J. BERTRAM, Philadelphia, Pa. Interested in Federal City and community improvement.

†LITCHFIELD, ELECTUS D., New York City. Architect. Mem. N. Y. Chapt. A. I. A.; Archt. League; Beaux Arts Inst. of Design; Fifth Ave. Assn.; Nat. Housing Assn.; Bldg. Congress; Real Estate Bd.; Am. Fed. of Arts; City Club; Mun. Art Soc.; Mayor's City Com. on Plan and Survey, 1928; Commn. to revise Bldg. Code, 1908;

Archt. and Town Planner of Yorkship Village, largest of permanent war towns; Archt. of Govt. bldgs.; libraries, monuments. Actively interested in archt. advance, city planning, housing, and the Federal City.

LLOYD, DEMAREST, Washington, D. C. Journalist.

LLOYD, WILLIAM F., Pittsburgh, Pa. Interested in community improvement.

LLOYD, Mrs. WILLIAM F., Shields, Pa. Interested in community improvement.

LLOYD-SMITH, WILTON, New York City. Interested in community improvement.

LODGE, RICHARD W., Redlands, Cal. Interested in community improvement.

*LOGAN, FRANK G., Chicago, Ill. Capitalist. Patron of Fine Arts. Widely known as art collector and supporter of scientific and art institutions; V.P. Art Inst.; founder of Am. Coll. for Surgeons; Research Fund in Pathology, Surgery, and Experimental Medicine, U. of Chicago; Logan Fund for medal and prizes, Art Inst.; Trustee and Founder Chair of Anthropology and Evolution, Beloit Coll.; also of Logan Archaeol. Mus., financing a scientific expedition to Africa. Promoted community music as builder of Orchestra Hall and patron of Grand Opera. Trustee Ferguson Monument Fund; Dir. Galleries Assn.; Assn. of Arts and Industries; Mem. Mun. Arts League; Hist. Archaeol. and Geog. Socs.; Life Mem. Sons of Am. Revolution.

LOGAN, ROBERT R., Eddington, Pa. Mem. "Save the Redwoods" League; Public Parks Assn.; Playground Assn.; Phila. Art Alliance; Am. Fed. of Arts. Special interest: humane and civic education toward ultimate world peace.

LOHMANN, KARL B., Urbana, Ill. Landscape Architect and City Planner. Since 1921 Instructor in Landscape Architecture and City Planning, U. of Ill. Sec. Mo. Valley Chapt. A. S. L. A.; Mem. Nat. Conf. on City Planning; Am. City Planning Inst. Participated in many civic plans and studies.

*LOMBARD, WARREN P., Ann Arbor, Mich. College Professor. Former Asst. Prof. Physiol., Clark U.; Prof. Physiol., U. of Mich. Mem. Am. Physiol. Soc.; Soc. Experimental Biology and Medicine, U. of Mich.; Research Club.

†LONGYEAR, MRS. JOHN MONROE, Brookline, Mass. Mem. 20th Century Club, Boston; Authors Club, Boston. Rendering important service in civic education by opening her library to the public.

†LONQUIST, AXEL, Chicago, Ill. Realtor. Mem. Com. on Billboard Restriction, Nat. Assn. Real Estate Bds.

*LORCH, EMIL Ann Arbor, Mich. Professor. Former Instr. Detroit Mus. Art Sch.; former Asst. to Dir. Chicago Art Inst.; Sec. Sch. Archt., Art Inst. and Armour Inst.; Prof. and Head of Coll. of Archt., U. of Mich.; Archt. and Mem. Detroit Belle Isle Bridge Commn. Mem. A. I. A., Mich. Soc. of

Archts.; Am. Art Assn. of Paris. Actively interested in archt. advance.

*LORCH, MRS. EMIL, Ann Arbor, Mich. \$LORIMER, MRS. GEORGE H., Wynnote, Pa. Interested in community improvement.

*LORT, LOUIS, Dayton, O. Architect. Dir. Civic Music League and Art Inst. Mem. Com. on City Planning, A. I. A. Instigated City Plan movement in Dayton and acted as Sec. of local Committee developing important highway plans. Chmn. local Fed. City Com. A. C. A.

LOUD, JOSEPH P., Boston, Mass. Interested in community improvement.

*LOVETT, WILLIAM P., Detroit, Mich. Sec. Citizens League; V.P. Nat. Assn. of Civic Secs. Actively interested in community improvement.

LOWDEN, FRANK O., Oregon, Ill. Lawyer. Former Gov. of Ill.; former Mem. of Congress; former Mem. Faculty Northwestern U.; Pres. Am. Wild Life Assn.; Bd. of Trustees, Nat. Inst. of Pub. Administration; Carnegie Endowment for Nat. Peace; Dir. Am. Forestry Assn.

LUBIN, SIMON J., Sacramento, Cal. Merchant. Founder and former Pres. State Commn. of Immigration and Housing, Cal.; Pres. Sacramento Region Citizens Council for Econ. and Social Development of 21 northern Cal. counties. Mem. Am. Acad. Polit. and Social Sci.; Am. Assn. Labor Legisln.; Cal. Conf. on Social Work; Taylor Soc.; Nat. Econ. League. Active in redrafting and enforcing housing laws, resulting in marked improvement; preservation of hist. records and landmarks, development of Nat. and State Park areas, improvement of educat. and recreational facilities, and development of econ. program for State Legislature. Also sponsor Pan-American Reciprocal Trade Conf., August, 1930.

LUDEN, WILLIAM H., Reading, Pa. Retired Manufacturer. Interested in community advance.

LYMAN, ARTHUR, Boston, Mass. Interested in community improvement.

*LYMAN, D. R., Louisville, Ky. †LYMAN, MRS. THEODORE, Brookline, Mass.

MACKENZIE, CLINTON, New York City. Architect; City Planner. Mem. A. I. A.; Nat. Conf. on City Planning; Nat. Housing Assn.; Am. Forestry Assn.

MACLENNAN, P. FRANK, Topeka, Kans. Newspaper Publisher. Proprietor and Editor *Topeka State Journal*. Pres. (and one of the organizers) Kans. Res. State Bank; Dir. Asso. Press. Interested in all civic affairs.

MACNEIL, GORDON E., Washington, D. C. Rendered distinguished service in designing houses of Wesley Heights.

§MACNEILLE, PERRY R., New York City. Architect and City Planner. Chmn. City Plan Commn.; Zoning Bd.;

Soldier's Memorial Assn., all of which he helped to organize. Pres. Civic Club; Mem. Nat. Housing Assn.; Town Hall Club. Consultant Bd. of Recreation, Summit, N. J.; Consultant and 1st Chmn. Housing Commn., Erie, Pa. Former City Planning Consultant, Altoona, Pa.; Three Rivers, Can.; and for War Plans Division, U. S. Army. Organizer and head of Housing Bur., Ordnance Dept., U. S. A., and 1st Housing Bur., U. S. Shipping Bd.

†MACOMBER, IRVING E., Toledo, O. Trustee and Sec. Mus. of Art; past Pres. C. of C.; Bd. of Edn.; Assn. Real Estate Bds.; Boy Scouts; Mem. State Conf. on City Planning; University Club; Bd. of Trustees, Toledo Hosp.

*MACVEAGH, EAMES, Chicago, Ill. Merchant; Banker. Mem. firm of Franklin MacVeagh & Co.

*MAHER, GEORGE W., F. A. I. A., Chicago, Ill. Architect. Past Pres. Ill. Chapt. A. I. A.; Chmn. Mun. Art Com. and Town Planning Com., A. I. A.; Restoration Com., Fine Arts Palace. Interested in archt'l. advance.

§MAIDEN, F. BRUCE, Oakland, Cal. Realtor. Chmn. City Planning Commn.

MALLERY, OTTO T., Philadelphia, Pa. Economist. Pres. Playground Assn.; Dir. Playground and Recreation Assn.

MALONE, MRS. JOHN E., Lancaster, Pa. Active in promotion of archt'l. control through State Art Comms.

†MANNING, WARREN H., Cambridge, Mass. Landscape Designer; Regional Planner. Organizer and former Pres. A. S. L. A. Organizer Am. Park and Outdoor Art Assn. (now A. C. A.). Mem. Am. City Planning Inst.; Am. Inst. of Park Execs.; Nat. Conf. on City Parks; Nat. Parks Assn.; Mass. Forestry Assn.; Internat. Garden Cities and Town Planning Fed.; Bd. of Dirs. Fed. Soc. on Planning and Parks. Rendered important service in planning city park system, Harrisburg, Pa., Birmingham, Ala., and many other Am. cities. Lecturer, and author of ednl. articles on regional, State, and National Park planning.

†MANNING, MRS. WARREN H., North Billerica, Mass.

†MARBURG, THEODORE, Baltimore, Md. Publicist. U. S. Minister to Belgium, 1912-14; Trustee Johns Hopkins U.; Pres. Am. Soc. Jud. Settlement Internat. Disputes, 1915-16; former V.P. Am. Econ. Assn.; Internat. Fed. League of Nations Soc.; Mem. Am. Polit. Sci. Assn.; Am. Soc. Internat. Law.

*MARION, A. F., Seattle, Wash.

MARK, CLAYTON, Chicago, Ill. Manufacturer. Pres. Civic Fed.; past Pres. Bd. of Edn.; Mem. Art Inst.; Field Museum; Hist. Soc.; Zoöl. Soc.; Am. Mus. of Nat. Hist.

MARKOE, MRS. JOHN, Philadelphia, Pa. Interested in community improvement.

*MARQUETTE, BLEECKER, Cincinnati, O. Housing Expert. Sec. Better Housing League; Pub. Health Fed.; Anti-Tuberculosis League; Mem. Exec. Com. United Reg. and City Planning Assn. Active in housing, health, welfare, and civic work.

*MARSTON, ANSON, Ames, Ia. Civil Engineer. Dean Ia. State Coll.; past Pres. Ia. Engrg. Soc.; Land Grant Coll., Engrg. Assn.; Mem. Ia. State Highway Commn.; A. S. C. E.; Soc. Promotion Engrg. Edn.; commanded U. S. Engrs. during World War.

§MARSTON, ARTHUR H., San Diego, Cal. Merchant. Interested in Federal City and community improvement.

*MARSTON, GEORGE W., San Diego, Cal. Merchant. Pres. Hist. Soc.; 1st Park Commr.; Mem. Civic Com., C. of C.; Cal. State Parks Council; Park Commn. Builder of Presidio Park, Marston Hills Subdivision, and Presidio Hills Subdivision. Rendered distinguished service in all San Diego civic improvements for past fifty years.

MARTIN, DARWIN D., Buffalo, N. Y. Mem. Fed. Soc. Planning and Parks.

MARTIN, MRS. J. WILLIS, Philadelphia, Pa. Mem. Civic Club; Garden Club of Am.; Theatre Censor Bd. of Pa.; Emer. Aid of Pa.; Welfare Fed. Bd.; and many other welfare assns.

MARVIN, MRS. ROBERT N., Jamestown, N. Y. Interested in community improvement.

†MARX, CHARLES DAVID, Palo Alto, Cal. Former Mem. faculty Stanford U. Chmn. local Fed. City Com. A. C. A. Interested in community improvement.

†MASON, Miss E. F., Boston, Mass. Mem. Civ. Serv. Reform Auxiliary. Specially interested in playgrounds and general child welfare.

†MASON, GEORGE G., New York City. Capitalist. Dir. Erie Ry.; City and Suburban Homes Co.; Fellow Corp. of Yale U.

MASON, MRS. GERTRUDE E., Tucson, Ariz. Chmn. Civic Com.; Mem. Bus. and Professl. Women's Club; Legis. and Publicity Coms. Active in the movement to secure a city planning commn., and the preservation of hist. monuments and bldgs.

†MATHER, SAMUEL, Cleveland, O. Dir. U. S. Steel Corp.; Bankers Trust Co. Pres. Lakeside Hosp.; V.P. and Trustee Western Reserve U. and Adelbert Coll.; Trustee Mus. of Art; Hon. Chmn. Community Fund; Mem. Central Com. A. R. C. Active in all movements for civic improvement.

†MATHER, WILLIAM G., Cleveland, O. Iron and Steel Manufacturer. Pres. Cliffs Iron Co.; Trustee Trinity Coll.; Kenyon Coll.; Western Reserve U.; Mem. Am. Antiq. Soc.; Western Reserve Hist. Soc. Actively interested in all movements for city improvement.

MATHEWSON, F. S., Plainfield, N. J. Supt. Recreation, Union Co. Park Commn.; past Dir. Recreation Commn. Plainfield, N. J.; Pres. Northern N. J.

Recreation Conf. Active in developing public recreation facilities.

MATTISON, FITCH C. E., Pasadena, Cal. Physician, Chief of Staff and Chmn. Bd., Los Angeles Gen. Hosp. Mem. of C. C.; Tournament of Roses Assn.; Civic Impr. Assn.; Nat. Acad. of Sci.

MAURAN, JOHN LAWRENCE, F. A. I. A., St. Louis, Mo. Architect. Mem. Nat. Commn. Fine Arts, 1908.; Pres. Pub. Bldgs. Commn.; Grand Opera Com., 1910-12; Plaza Commn.; Dir. Mercantile Libr.; Mem. Pub. Libr. Bd.; Bd. Control St. Louis Mus. Fine Arts, 1906-10; Exec. Com. Community Council; Corp. Mass. Inst. of Tech.; Am. Forestry Assn.; Trustee Mo. Hist. Soc.; past Chmn. local Chapt. A. R. C. Interested in archt. advance.

*MAY, ARTHUR, Washington, D. C. Merchant. Pres. F. P. May Hardware Co.; Rotary Club; Dir. local Council of Boy Scouts; V.P. Community Chest; Mem. Bd. of T.

MAY, SAMUEL C., Berkeley, Cal. University Prof. Dir. Bur. of Pub. Admin., U. of Cal.; Research Commonwealth Club of Cal.; Mem. Com. of Pub. Admin.; Nat. Social Sci. Research Council; Research Com., Internat. City Mfrs. Assn.; Council Nat. Mun. League; Ednl. Bd. of Pub. Management; Govt. Research Conf.; Metrop. Park Com., S. F. Region; and other assns. for good govt.

*MAYBECK, B. R., San Francisco, Cal. Architect. Pres. Art Assn. Founder Council of Allied Arts. Mem. local Soc. Archts.; Berkeley City Planning Commn.; A. I. A. Former Prof. of Archt., U. of Cal. Former Dean Dept. of Archt., U. of Cal. Hon. Mem. San Francisco Chapt. A. I. A. Interested in archt. advance.

†MAYER, RICHARD, Kendall Green, Mass.

MCANENY, GEORGE, New York City. Publicist. Past Pres. Borough of Manhattan; Bd. Aldermen; Acting Mayor of N. Y. Sec. and Exec. Officer Mun. Civ. Serv. Commn., 1902. Pres. City Club, 1906-09. Former Exec. Mgr. *New York Times*. Past V.P. Am. Newspaper Publishers Assn. Chmn. Transit Commn. Drafted Civ. Serv. rules now in force in New York City. Apptd. by Gov. to Commn. for revision of City Charter, 1908. Chmn. Com. on City Plan, 1914-16. Pres. Kindergarten Assn.; V.P. Nat. Mun. League; Nat. Civ. Serv. Reform League. Rendered distinguished service in promotion of city and regional planning in New York and its environs.

*MCCLINTOCK, JAMES HARVEY, Phoenix, Ariz. Author. Former newspaper editor. State Historian, 1919-23; past Pres. Folklore Soc.; Rough Riders Assn. Dept. Comdr. United Spanish War Veterans.

MCCLINTOCK, MILLER, Cambridge, Mass. Dir. Albert Russell Erskine Bur., Harvard U.; City-wide Traffic Commn., Kansas City, Mo.; Traffic Survey Com., San Francisco, Cal.; Fire In-

surance Com., Boston, Mass. Mem. Nat. Conf. on Street and Highway Safety, U. S. Dept. Commerce; V.P. Nat. Safety Council; Mass. Safety Council. Working on the solution of the traffic problem and relief by better planning.

*MCCLURE, C. A., Portland, Ore.

*MC COMB, MR. AND MRS. DAVID, Santa Fe, N. M.

MCCORMICK, MISS ANNE, Harrisburg, Pa. V.P. Civic Club; Mem. Mun. League. Interested in community improvement.

*MCCORMICK, CYRUS H., Chicago, Ill. Manufacturer. Pres. Internat. Harvester Co., 1902-19. Dir. Continental Ill. Bank and Trust Co.; Internat. City Bank; Presby. Theol. Sem.; Trustee Princeton U.; Field Mus. of Nat. Hist.; Elizabeth McCormick Memorial Fund; Ferry Hall. Mem. U. S. Diplomatic Mission to Russia, 1917.

MCCORMICK, DONALD, Harrisburg, Pa. Interested in community improvement.

†\$MCCORMICK, MRS. EDITH ROCKEFELLER, Chicago, Ill. Founder Chicago Zoöl. Gardens. Patroness Opera in English for Am. audiences. Original promoter Civic Opera. Mem. League of Women Voters; Ohio Soc.; D. A. R.; Friends of Opera; Drama League.

†MCCORMICK, STANLEY, Chicago, Ill.

†MCCORMICK, VANCE C., Harrisburg, Pa. Newspaper Publisher. Pub. *The Patriot* and *Evening News*. Pres. Bd. Harrisburg Acad.; Mem. Yale Corp.; Trustee and Mem. Exec. Com. Pa. State Coll. Dir. Fed. Res. Bank, 1916; Mem. City Council, 1900-02; Mayor, 1902-05; War Mission to Great Britain and France, 1917; Adviser to the President, Am. Commn. to Negotiate Peace, Paris, 1919. Pres. Mun. League; Assn. Aid Soc.; V.P. Assn. of Community Chests and Councils; A. C. A.

*MC CRARY, IRVIN, Denver, Colo.

MCDONALD, MRS. GEORGE, Wyoming, O. Pres. "Save Outdoor Ohio" Council; V.P. Cincinnati Art Center; Dir. Wild Flower Preservation Soc. of Ohio; State Chmn. of Conservation, Ohio Fed. Women's Clubs; Chmn. Radio Program, WLW, Ohio Fed. Women's Clubs; Ohio Rep. to Reg. Parks Conf.; Mem. Nat. Parks Conf.; Woman's City Club of Cincinnati; five Garden Clubs; Nat. Audubon Soc.; and many other conservation organizations. Instrumental in securing legislation to organize conservation division in State Govt.

†MC DUFFIE, DUNCAN, Berkeley, Cal. Pres. Sierra Club; Chmn. Cal. State Parks Council; past Chmn. Civic Arts Commn.; Dir. Nat. Conf. on State Parks; Trustee Nat. Parks Assn.; Mem. Bd. of Dirs. "Save-the-Redwoods" League. For twenty years has promoted residential subdivisions around Berkeley.

MCELDOWNEY, MRS. HENRY C., Pittsburgh, Pa. Pres. Woman's City Club; Mem. Twentieth Century Club. Active in social welfare.

*MC EWAN, MRS. ALEXANDER FRASER, Seattle, Wash. Pres. State Soc. for Conservation of Wild Flowers and Tree Planting; Conservation Chmn. for State Garden Club; Bd. of Dirs. Garden Club of Am.; Seattle Garden Club; Wild Flower Preservation Soc. Mem. State Forestry Conf.; Am. Forestry Assn.; City Affairs Com., C. of C.; Nat. Conf. on State Parks; Mass. Hort. Soc.; Garden Club, Ltd., London, Eng.; Royal Hort. Soc.; Puget Sound Acad. Sci. Inaugurated Annual Flower Show of Seattle and planting of 1,200 American elms on Des Moines Memorial Highway. Organized Washington State Soc. for Conservation of Wild Flowers and Tree Planting and State-wide movement to make Washington the Holly State. Rendered distinguished service in cause of conservation.

*MCFADDEN, MRS. PARMELEE J., Chicago, Ill.

§†McFARLAND, J. HORACE, Harrisburg, Pa. Master Printer. Pres. Pa. Art Comm.; past V.P. Nat. Mun. League; Sec. Mun. League; past Pres. and Founder A. C. A., 1904-24. Mem. Adv. Com. on Zoning, U. S. Dept. Commerce. Am. Member Special Internat. Niagara Control Bd.; Pres. McFarland Publicity Service; Sec. and Treas., Mt. Pleasant Press. Former printer of and contributor to *American Gardening*, *Country Life in America* and *Countryside* magazines. Editor American Rose Annual. Mem. Commn. on Living Conditions of War Workers, Dept. of Labor, 1918-19; Nat. Conf. on City Planning; Am. Assn. Nurserymen. Author of numerous books on gardening and contributor to *Outlook*, *Atlantic Monthly*, *Better Homes & Gardens*, *Country Gentleman*, *House & Garden*, *Ladies' Home Journal*. Chmn. A. C. A. Coms. on Nat. Parks and Forests, Roadside Improvement, and local Federal City. V.P. A. C. A. Pres. Am. Rose Soc. Led campaigns for preservation of Niagara Falls, for preserving and developing Nat. Park system resulting in establishment of Nat. Park Service by Act of Congress. As President of A. C. A., visited some 500 towns and cities in pursuance of the aim of that organization to make American communities better places in which to live.

*McGANN, MRS. ROBERT G., Lake Forest, Ill.

McGOWAN, SAMUEL, Columbia, S. C. U. S. N. Retd. Past State Highway Commr. Actively engaged in campaign for restriction of outdoor advertising. Rendered important service in roadside improvement and civic education on iniquity of the billboard.

*MCKEE, BERT, Des Moines, Ia. Charter Mem. Town Planning Commn.; Rotary Club; Bankers' Club.

*MCKEE, MISS MARGARET, Des Moines, Ia.

*MCKINLEY, CHARLES, Portland, Ore. Mem. faculty Reed Coll.; Bd. of Govs. City Club; Am. Polit. Sci. Assn.; Chmn. Com. on Zoning and City Planning, Housing and Planning Assn. MCKINLOCK, MRS. GEORGE ALEXANDER, Chicago, Ill. and Palm Beach, Fla. Pres. Garden Club; Chmn. Town Planning Commn.; Mem. Exec. Bd. Chicago A. R. C.; Bd. Children's Memorial Hosp.; Bd. Passavant Memorial Hosp.

*MCKNIGHT, MRS. T. H. B., Washington, D. C. Chmn. Bd. of Editors, Bulletin of Garden Club of Am. and has rendered important service in civic education.

*MCMECHEN, EDGAR G., Denver, Colo. Interested in art education.

*MCNAUGHTON, E. B., Portland, Ore. Interested in civic education.

MCNITT, ROLLIN L., Los Angeles, Cal. Past Pres. Assn. of City Planners; past Pres. Bd. City Planning Commn.; Mem. City Planning Assn. Interested in planning and park development.

MCRAE, MILTON A., San Diego, Cal. Newspaper Publisher. One of founders of Scripps-McRae League of Newspapers, now consolidated with Scripps-Howard Newspaper Syndicate. Past Pres. Detroit Bd. of Commerce; Harper Hosp., Detroit, Mich. V.P. Boy Scouts; Scripps Memorial Hosp.; Scripps Metabolic Clinic, San Diego. Rendered important service in civic education through press.

MEAD, GEORGE W., Wisconsin Rapids, Wis. Interested in community improvement.

§MEAD, MISS MARCIA, New York City. Town Planner and Adviser. Mem. A. I. A.; Nat. Housing Assn.; Zonta Club; Women's City Club. Author "Homes of Character."

*MECHLIN, MISS LEILA, Washington, D. C. Sec. Am. Fed. of Arts; Washington Soc. of Fine Arts. Editor *American Magazine of Art*; Art Editor *Washington Star*. Aided in movements for location and plan of Lincoln Memorial; to secure Freer Gallery, and collections for Washington; the appointment by Pres. Roosevelt of Nat. Commn. of Fine Arts; the adoption of the McMillan Plan for park development.

MEINRATH, JOSEPH, Kansas City, Mo. Independent civic worker collaborating with others for a clean and attractive city. Especially interested in comprehensive city planning and better city government.

MELVILLE, GEORGE W., Cincinnati, O. Exec. Sec. United City and Reg. Planning Assn.; Dir. Civic Club; Civitan Club. Formerly Engrg. Sec. Dayton City Plan Bd. Interested in reg. govt.

MERCHANT, MRS. FRANCIS D., Chevy Chase, Md. Chmn. City Planning

Com., Women's City Club. Interested in the development of the Federal City.
*MERRIAM, C. B., Topeka, Kans.

*MERRIAM, MRS. F. D., Topeka, Kans.
MERRIAM, JOHN CAMPBELL, F. A. A. A. S., Washington, D. C. Paleontologist; Educator. Pres. Carnegie Instn.; past Prof. of Paleont. and Hist. Geol., U. of Cal. Mem. Nat., Philadelphia, Cal., and local Acads. of Sci.; Am. Philos. Soc.; Am. Acad. of Arts and Sci.; Am. Assn. of U. Profs. Author of numerous educational and research articles. Promoted "Save-the-Redwoods" movement and interested in State and Nat. Parks.

*MERRILL, R. D., Seattle, Wash.

*MERRILL, MRS. CHARLES, Toledo, O.
METSON, W. H., San Francisco, Cal.
*METZEROTT, OLIVER, Washington, D. C. Mem. Bd. of T.; Prince George's Co. Community Council; V.P. Md. Forestry Assn. Interested in roadside improvement through tree-planting and reforestation.

MEYER, Miss HELOISE, Lenox, Mass. Mem. Garden Club of Am. Active in movement for roadside improvement and restriction of outdoor advertising.

MIEHLE, MRS. EDITH, Pottsville, Pa. Volunteer welfare worker. Mem. local Mission (Settlement House); Bd. Mem. Schuylkill Co. Hist. Soc. Active in community improvement as organizer of Parent-Teachers' Assn.; Sec. Law Enforcement League of Schuylkill Co.

MILAR, MRS. W. W., Akron, O. Past Chmn. of Conservation, Gen. and State Fed. of Women's Clubs. Trustee Art Inst.; Bd. Summer Home for the Aged; Mem. Metrop. Park Bd. Active in local garden movement and mem. Wild Flower Preserv. Soc. Rendered important service to conservation and development of Metrop. Park Dist., reforestation, and promotion of gardens.

MILLAR, ALEXANDER C., Little Rock, Ark. Minister. Sec. Hon. Forestry Commn. Ark. and Hoo Hoo. Pres. Bd. W. Meth. Assembly, Fayetteville; past Pres. Hendrix Coll.; Okla. Meth. Coll.; Ark. State Teachers' Assn. Led good roads movement resulting in amendment to State Constitution authorizing levy of road tax by counties. Interested in conservation.

§MILLARD, EVERETT L., Chicago, Ill. Lawyer. Pres. Mun. Art Commn. and Highland Park Dist.; Dir. Chicago Galleries Assn.; Mun. Art League; V.P. City Club; Highland Park Hosp. Assn.; Mem. local Bar Assn.; Mun. Art League. Leader in securing billboard regulation. Initiated State Art Commn. Act in Ill. Active in securing passage of Ill. Forest Preserve Act and general restriction of outdoor advertising.

MILLER, ALLISON N., Washington, D. C. Realtor. Mem. Bd. of T.; C. of C.; Real Estate Bd.; Exec. Com. Operative Builders' Assn.; Cathedral Heights Citizens Assn. Rendering valuable service in Wesley Heights subdivision.

†MILLER, MRS. E. T. C., Cleveland, O. Participated actively in movements for improvement of living conditions in Cleveland. Former Mem. Exec. Bd. A. C. A.

†MILLER, FRANK A., Riverside, Cal. Founder and owner Glenwood Mission Inn. Founder Chemawa and Huntington Parks. Originator Mt. Rubidoux Easter Sunrise Pilgrimage and Armistice Day Sunset Services. Promoter Riverside Civic Center and donor of numerous gifts for public improvement and beautification. Actively interested in movement for internat. understanding and co-organizer, with Pres. of U. of Southern Cal., of Inst. of Internat. Relations. Mem. Spanish Art Soc.; Southwest Soc.; Cal. Archæol. Inst. of Am.; Landmarks Club; Victoria Club; Exec. Com. A. R. C.

†MILLER, GEORGE P., Milwaukee, Mich. Active in efforts to secure scientific sewage system for Milwaukee Co.

MILLER, GUYON, Downingtown, Pa. Pres. Dr. Edward Kerr Memorial Park, now being developed on banks of hist. Brandywine Creek. Mem. Chester Co. Health & Welfare Assn.; Chester Co. Council Boy Scouts; Downingtown & Chester Valley Community Chest. Keenly interested in civic education, Scouts, and roadside improvement.

MILLER, HERMAN P., Harrisburg, Pa. Bd. Mem. Mun. League; C. of C. Pres. Union Real Estate Investment Co., which has developed Bellevue Park as restricted residence park.

MILLER, JOSEPH T., Edgewood, Pa. Pres. League of Boroughs, Townships, and Cities of Allegheny Co.; Mem. Welfare Fund Allegheny Co. Active in movement for civic improvement and Metrop. Plan of Pittsburgh and Allegheny Co.

MILLER, WILLIAM TYLER, Los Angeles, Cal. Formerly University Prof. and Editor. Interested in unification of social, political, and economic science.

MINIER, MRS. W. E., Oakland, Nebr. V.P. Libr. Bd. Oakland Pub. Libr.; Chmn. Div. Community Serv. Gen. Fed. Women's Clubs. Active in community planning and civic improvement.

MITCHELL, C. STANLEY, New York City. Interested in community improvement.

MIXER, CHARLES A., Rumford, Me. Sec. Park Commn.; Mem. Fed. Socs. on Planning and Parks.

MONROE, JULIUS BLANC, New Orleans, La. Lawyer. Mem. Am. Bar Assn.; La. Bar Assn.; Adv. Com., Y. W. C. A.; Bd. of Administrators Tulane Ednl. Fund; Dir. and Sec. Soc. for Relief of Destitute Orphan Boys; General Orleans Orgns.

MONROE, WILLIAM S., Chicago, Ill. Cons. Engr. for Commonwealth Edison Co. Mem. Pub. Serv. Co.; Northern Ill. and Middle West Utilities Co.; A. I. E. E.; A. S. M. E.; Am. Inst.

Mining and Metall. Engrs.; Acad. of Polit. Sci.; Geog. Soc.; City Club.

*MOODY, MRS. AGNES, Berkeley, Cal. Moore, BARRINGTON, Washington, D. C. Forester. Sec. Council on Nat. Parks, Forests, and Wild Life. Editor-in-Chief *Ecology*. Mem. Sci. Dirs. and Bd. Mgrs., N. Y. Bot. Gardens; Ecol. Soc. Am.; Bot. Soc. Am.; Soc. Am. Foresters; Am. Soc. Naturalists; Am. Geog. Soc. Author of numerous articles on forestry and conservation.

*MOORE, CHARLES, Washington, D. C. Chmn. Nat. Commn. Fine Arts; Treas. Am. Hist. Assn.; Mem. Am. Inst. Arts and Letters; Acad. Arts and Letters, Cuba; Hon. Mem. A. I. A.; past Pres. Detroit City Planning Commn. Ed. The Plan of Chicago by D. H. Burnham and E. H. Bennett; Plan for the Improvement of Washington by D. H. Burnham, C. F. McKim, Augustus Saint Gaudens, F. L. Olmsted and annual reports of Nat. Commn. of Fine Arts. Author, lives of D. H. Burnham and C. F. McKim, and of "Washington Past and Present." Rendered distinguished service in development of Federal City.

*MOORE, GEORGE, St. Louis, Mo. Botanist. Dir. Mo. Bot. Gardens; Pres. Acad. Sci.; Mem. Am. Philos. Soc.; Washington Acad. Sci.; Bot. Soc. Am.

§MOORE, MRS. PHILIP NORTH, St. Louis, Mo. Hon. Pres. Gen. Fed. Women's Clubs; past Pres. Mo. Fed. Women's Clubs; Am. Assn. Univ. Women; Visiting Nurse Assn.; Nat. Council of Women. Former Alumna Trustee Vassar Coll.; Hon. V.P. Internat. Council of Women; Dir. Nat. Civic Fed.; Chmn. Mun. Nurses Bd. under Dept. Public Welfare. Mem. Women's Com. Council Nat. Defense, 1917-19. Past Mem. Exec. Bd. A. C. A. Actively interested in public welfare.

*MOREL, Miss LOUISE, Louisville, Ky. Past Field Dir. Women's City Club. Treas. Nat. Assn. of Civic Secs. Interested in community improvement, housing, and Federal City.

†MORGAN, H. W., Rochester, N. Y. Mem. Adv. Council C. of C.; Civic Impr. Assn. Keenly interested in Nat. civic improvement.

MORGAN, OAKLEY V., Chicago, Ill. Mem. Commonwealth Edison Co.; Men's Garden Club; Ill. Art Extension Com.; Civic Opera Assn., Elmhurst, Ill. Interested in industrial and pub. property improvement (supervisor of property improvement for Commonwealth Edison Co.).

*MORGENTHAU, HENRY, New York City. Banker; Author. Ambassador to Turkey, 1913-16. Dir. Inst. of Internat. Edn.; Pres. Bronx House Settlement; past Pres. Henry Morgenthau Co.; Central Realty Bond & Trust Co.; past Dir. U. S. Equitable Life Assurance Soc. An incorporator A. R. C. V. Chmn. Near East Relief, Inc.

†MORRIS, EFFINGHAM B., Philadelphia, Pa. Lawyer. Pres. Girard Trust Co.; Dir. P. R. R. Co.; Treas. Council of Defense and Com. of Public Safety. Interested in roadside improvement and community advance.

MORRIS, HENRY C., Washington, D. C. and Chicago, Ill. Lawyer; Author. U. S. Consul at Ghent, 1893-98. Former Trustee Lombard Coll. Past V.P. Fed. of French Alliances. Mem. Am. Bar Assn.; Exec. Com. Am. Peace Soc.; Am. Hist. Assn.; Am. Polit. Sci. Assn.; Nat. Mun. League; Nat. Econ. League; Poetry Lovers of Am.; Am. Acad. Polit. and Social Sci.; Chicago Bar Assn.; Ill. Hist. Soc.; Archaeol. Soc.; Billboard Com., Chicago City Club; Chmn. Mun. Art and Civic Impr. Com., Hamilton Club, Chicago. Interested in the Federal City and general civic improvement.

†MORRIS, IRA NELSON, Chicago, Ill. Diplomat. Author; Minister to Sweden, 1914-22. Mem. Acad. Polit. Sci.; Am. Mus. Nat. Hist. Interested in internat. relations and travel.

†MORRIS, Miss LYDIA T., Philadelphia, Pa. Interested in Nat. Parks and general civic improvement.

§MORRISON, A. CRESSY, F. N. Y. Acad. Sci., New York City. Author. Pres. Bourronville Realty Co. and Bourronville Welding Co. Chmn. Chem. Adv. Com., U. S. Dept. Commerce. Mem. Am. Chem. Soc.; Electro-Chem. Soc.; Am. Inst. Mining and Metall. Engrs.; Mchts. Assn.; Am. Mining Congress; Am. Tariff League.

MORSS, EVERETT, JR., Boston, Mass. Manufacturer. Pres. Franklin Found. and Simplex Wire & Cable Co. Trustee Morss Real Estate Trust. Mem. Corp. Mass. Inst. Tech.; A. I. E. E.; A. S. M. E. Interested in city development.

MORSS, JOHN WELLS, Boston, Mass. Interested in civic improvement.

MORTON, MRS. ARTHUR V., Devon, Pa. Interested in community improvement.

§MORTON, GEORGE T., Omaha, Nebr. Realtor. Chmn. local Fed. City Com., A. C. A.; former Mem. City Planning Commn. Interested in planning.

*MORTON, MRS. R. A., Cheyenne, Wyo. MOSELEY, I. D., Tulsa, Okla. Mem. C. of C.; Hon. Mem. Jr. C. of C.; Bd. of Dirs. Y. M. C. A. Active in traffic relief for Tulsa.

*MOSES, A. C., Washington, D. C. Pres. Burlington Apt. House Co.; A. C. Moses Constrn. Co.; Travelers Aid Soc.; Dir. Emergency Hosp.; Chmn. Americanization Sch. Com. Mem.; Bd. of T.; C. of C. Led drive to establish playgrounds for D. C. children. Interested in civic betterment.

MOSES, H. A., Mittineague, Mass. Manufacturer; Philanthropist. Pres. Strathmore Paper Co.; West Springfield Trust Co.; Hampden County Impr. League. Interested in developing closer relationship between city

and country and improving position of farmer.

***MOSES, ROBERT**, New York City. Moskowitz, Mrs. Henry, New York City. Pub. Relations Counsel. Mem. Dir. Council of Jewish Women; Exec. Com. City Preservation Commn.; Park Assn.; Woman's City Club. Rendering important service in housing and recreation.

†**Moss, FRANK H.**, Philadelphia, Pa. Movius, HALLEM L., F. A. S. L. A., Boston, Mass. Mem. local Soc. of Landscape Archts.; Mass. Billboard Law Defense Com. Keenly interested in securing legislation for billboard abolition.

†**MUDGE, E. W.**, Pittsburgh, Pa. Manufacturer. Pres. Edmund W. Mudge & Co. Mem. Pa. Council Nat. Defense (World War); Bd. of Dirs. Allegheny Gen. Hosp.; Asso. Charities and Children's Serv. Bur. Rendered important service to city planning as V. Chmn. City Plan Commn. and Mem. Citizens Com. on City Plan.

MUENCH, JULIUS T., St. Louis, Mo. Pres. C. of C.; Mem. Compton Heights Protective Assn. Rendered important service in regulation of public utilities. Interested in civic improvement and city planning.

MURPHY, EDWARD J., Springfield, Mass. Interested in civic improvement.

***MURPHY, JAMES CORNELIUS**, F. A. I. A., Louisville, Ky. Mem. A. S. C. E.; Chmn. City Plan Commn.; Pres. Art Assn.; Trustee U. of Louisville.

***MURRAY, A. J.**, Kansas City, Kans. Musser, Mrs. CHARLES S., Lansdowne, Pa. Chmn. Co. Feds. and Extension in the State Fed. of Pa. Women; Conservation Chmn. Delaware Co. Mem. Tri-State Reg. Planning Fed.; New Century Club; Philomusian Club; Art Alliance, Phila.; various garden clubs and musical orgns. Rendered valuable service in sponsoring reg. planning movement in Delaware Co.

***NELSON, MURRY**, Chicago, Ill. Nelson, SEYMOUR G., Glenview, Ill. Manufacturer: Merchant. Pres. Swain, Nelson & Sons. Interested in park development and civic improvement.

***NESS, MRS. HENRY**, Ames, Ia. Teacher of Applied Art at Iowa State Coll. Chmn. Art Com., Iowa Fed. of Women's Clubs; Supt. of Fine Arts, Ia. State Fair.

***NEWCOMER, E. W.**, Toledo, O.

***NEWELL, F. H.**, Washington, D. C. Consulting Engineer. Former Chief Engr. later Dir. U. S. Reclamation Serv. Engr. Mem. Pa. Water and Power Resources Bd.; Soc. Engrs. Active in preparation of original bill providing for reclamation of waste lands in U. S. approved 1902.

***NEWELL, J. P.**, Portland, Ore. Engineer. Consultant City Planning Commn. of Portland. Chmn. local Fed. City Com., A. C. A. Interested in planning.

NICHOLS, ACOSTA, New York City. Interested in civic improvement.

***NICHOLS, ELMER E.**, Berkeley, Cal. Chmn., J. C., Kansas City, Mo. Pres. Kansas City Art Inst. V.P. Symphony Orchestra; Liberty Memorial Assn. Chmn. W. R. Nelson Trust Fund; Com. of 25 for new water works system; Com. for establishing Barge Line Terminals of Mo. River at Kansas City. Mem. Nat. Capital Park and Planning Commn. 1st V.P. and Chmn. local Fed. City Com., A. C. A. Active in securing passage of Zoning Law for Mo.; City Plan Enabling Act for Kan. City, and in developing neighborhood organizations. As Pres. of Country Club Dist. developed 4,000 acres in highly restricted residential subdivisions, with archt. and landscape control. Devoted much time to study of development of outlying business centers adjusted to traffic needs; promulgated idea of street plans adapted to growing traffic needs. Interested in development of outdoor art and appreciation of finer architecture and sculpture. Led campaign for local industrial survey.

NICHOLS, P. C., Spur, Tex. Physician. Interested in civic improvement.

***NICHOLSON, G. L.**, Washington, D. C. Nicoll, CHARLES H., Farmingdale, N. J. Interested in civio improvement.

***NITZ, MRS. WILLIAM A.**, Chicago, Ill.

***NOERENBERG, C. E.**, Los Angeles, Cal. Architect; Engineer. Mem. Bd. of Bldg. and Safety Comms. Former mem. City Planning Commn. Mem. (and past Pres.) City Planning Assn. Rendered important service in city planning through Civic Center. Actively interested in revision of building classification and codes for State C. of C.

NOOKES, TOM, Johnstown, Pa. V.P. (and Chmn.) Boy Scouts; Nat. Poster Art Alliance; Rotary Club; Sec. Amateur Recreation Commn.; past Sec. Park and Playground Bd.; Mem. Mun. Recreation Commn.

††**NOLAN, JOHN**, F. A. S. L. A., Cambridge, Mass. City Planner; Landscape Architect. Past Pres. Bd. of Dirs. Nat. Conf. on City Planning; Am. City Planning Inst. Mem. Bd. of Dirs., Fed. Soc. on Planning and Parks; Planning Found. of Am.; Exec. Com. Internat. Fed. Housing and Town Planning; Adv. Housing Com. of Emergency Fleet Corp. and Chief Bur. of Housing and Town Planning, Army Ednl. Commn. (World War); A. S. C. E.; Harvard Engring. Soc.; Boston Soc. Landscape Archts.; Am. Fed. Arts. Adjudicated competitive designs for city plan of Dublin, Ireland. Completed replanning studies for fifty American cities; collaborated in regional plans for New York and environs and Philadelphia Tri-State Dist. and designed plans for new towns, including Kingsport, Tenn., Venice,

Fla., and Mariemont, Ohio. Author of "New Towns for Old," and numerous reports. Editor *City Planning* of the Nat. Mun. League Series.

§NORRIS, GEORGE W., Philadelphia, Pa. Lawyer; Banker. Gov. Fed. Res. Bank. Pres. Belt Line R. R. Co.; Former Commr. Fed. Farm Loan Bd. Mem. Am. Acad. Polit. and Social Sci.; Am. Econ. League; Am. Found.; past Pres. Housing Assn.; past Dir. Dept. of Wharves.

NORRIS, LESTER JAMES, St. Charles, Ill. Pres. C. of C.; Fox Valley Fed. (comprising C. of C. civic organizations, as well as individual memberships of five cities in Valley). Mem. Reg. Planning Assn., Chicago, Ill.; Chicago World's Fair, 1933. Rendered important service in the development of St. Charles and environs.

NORTH, T. ARTHUR, New York City. Civil Engineer. Mem. A. I. A.; Archt. League. Assoc. Editor *Current Architecture and Architectural Forum of New York*. As consultant for Am. Inst. of Steel Construction, active in emphasizing the importance of esthetics in steel bridge design and construction. Author of numerous articles.

NORTON, CHAUNCEY W., Casenovia, N. Y. Interested in civic improvement.

NOYES, FRANK B., Washington, D. C. Publicist. Pres. Assoc. Press and Evening Star Newspaper Co. Mem. Bd. of T.; City Club; Nat. Press Club; Mid-City Citizens Assn. Rendered distinguished service through newspaper columns for development of Federal City.

NOYES, MRS. FRANK B., Washington, D. C. Rendered distinguished service in development of park system of Washington, D. C.; in the promotion of garden planting; and in roadside improvement. Interested in development of the Federal City.

NOYES, HENRY T., Rochester, N. Y. Rendered distinguished service in city and regional planning for Rochester and Monroe County.

§NOYES, THEODORE W., Washington, D. C. Journalist. Editor (since 1908) *Evening Star*; Past Pres. Washington Evening Star Newspaper Co.; Bd. of T. Pres. Bd. of Trustees Washington Pub. Libr.; Geo. Washington U.; Assn. of Oldest Inhabitants. Mem. C. of C.; Columbia Hist. Soc.; West End Citizen's Assn.; Nat. Press Club; City Club; Cosmos Club; Soc. of D. C. Natives. Secured establishment of Pub. Libr. Advocate of 50-50 system for financing D. of C.; Codification of D. C. Laws and Nat. Representation of Citizens of the Dist. Rendered important service to Fed. City through untiring efforts for municipal development and civic improvement both through the columns of the *Star* and as member of the Bd. of T. Led the fight for the elimination of grade crossings, restriction of overhead wires, and park development for Washington.

*OATMAN, HOMER C., San Diego, Cal. Interested in Federal City and city planning.

OBERHOLTZER, ERNEST C., Minneapolis, Minn. Pres. Quetico-Superior Council. Rendering distinguished service in movement to secure preservation of Quetico-Superior Wilderness area.

*O'BRIEN, ARTHUR, Washington, D. C. Lawyer. Dir. Nat. Metrop. Bank; Children's Hosp. Mem. Am. Bar Assn.

§OCHS, ADOLPH S., New York City. Newspaper Publisher. Publisher and controlling owner *New York Times*; *Chattanooga Times*. Dir. Exec. Com. Assoc. Press. Mem. Chattanooga and N. Y. C. of C.; Chattanooga-Lookout Mt. Park Assn.; Saratoga Battlefield Memorial Park; Citizens Union, New York; West End Assn. Rendered distinguished service in conservation of historic memorials, promotion of park development, and civic progress.

§ODUM, HOWARD W., Chapel Hill, N. C. College Professor. Kenan Prof. of Sociology; Dir. Sch. of Pub. Welfare; Inst. for Research in Social Sci., U. of N. C. Editor *Social Forces*. Gen. ed. Henry Holt Am. Social Sci. Series, U. of N. C. Social Study Series. Pres. Am. Sociol. Soc. Mem. President's Research Com. on Social Trends. Author numerous books and articles.

§OGILBY, C. F. R., Washington, D. C. Lawyer. Dir. Nat. Metrop. Bank. Mem. Am. Bar Assn.; D. C. Bar Assn.; N. Y. Bar Assn.; Soc. Sons of the Revolution; C. of C.; Lawyer's Club.

OHAGE, JUSTUS, St. Paul, Minn. Physician. Commr. of Health, 1899-1907. Donor of Harriet Island for park and recreational development.

O'HARA, EDWARD H., Syracuse, N. Y. Publisher and Managing Director *Syracuse Herald*. Past Pres. Mun. Service Bd. Trustee State Coll. of Forestry. Mem. Nat. Deeper Waterways Bd.; C. of C. Interested in community improvement.

*O'HARA, MRS. I. H., Philadelphia, Pa. Social Worker. One of founders of local Playground Assn. An incorporator Pub. Edn. Assn. V.P. State Fed. of Pa. Women; Home and Sch. League. Founder Bucknell Alumni Club. Interested in social work.

††\$OLMSTED, FREDERICK LAW, Palos Verdes Estates, Cal. and Brookline, Mass. Landscape Architect. Mem. Park Commn., 1901 which prepared plans in extension and elaboration of L'Enfant Plan, including parks and pub. bldgs. D. C.; past Mem. Nat. Commn. of Fine Arts, 1910-18. Mem. Nat. Capital Park and Planning Commn. Past Chmn. Brookline (Mass.) Planning Bd.; Exec. Com. of Nat. Conf. on City Planning; Bd. Governors and past Pres. A. S. L. A.

During World War mem. Emergency Construction Com., War Industries Bd.; and Dir.-in-Charge Town Planning Div., U. S. Housing Corp. Mem. Adv. Com. on City Planning and Zoning of U. S. Dept. Commerce. Bd. Prof. Advisers on City Planning for Reg. Plan of N. Y. and Environs. Dir. Survey of Cal. State Parks, to determine desirable lands for ultimate comprehensive State park system. Mem. Mass. Civic League; Am. Fed. Arts; Am. Soc. Mun. League; Nat. Housing Assn.; Nat. Conf. on Street and Highway Safety; Am. Forestry Assn.; Mass. Forestry Assn.; Nat. Conf. on State Parks. Responsible for city and park plans for some 50 cities. Active in promoting billboard regulation, housing betterment, smoke-abatement, conservation of Nat. Parks, land subdivision, and other phases of city planning.

OLMSTED, GEORGE W., Ludlow, Pa. Interested in community improvement.

†OLMSTED, MRS. JOHN C., Brookline, Mass.

*ORUM, W. J., Montgomery, Ala.

ORWIG, MRS. RALPH, Des Moines, Ia. State V.P. Rose Soc.; Pres. Ia. Rose Soc.; Chmn. Civic Com. Garden Club; Chmn. proposed 37-Mile Rose Highway sponsored by Ia. Rose Soc.; Chmn. Park Com., Garden Club. Actively interested in the development of Civic Center and riverside improvement of Des Moines River.

OSEROFF, ABRAHAM, Pittsburgh, Pa. Dir. Fed. of Jewish Philanthropies; Jewish Family Welfare Soc.; Bur. of Jewish Children; Bur. for Preventive and Corrective Work. V.P. Montefiore Hosp. (and an organizer) Housing Assn. Mem. Finance Com., Fed. of Social Agencies; Council Assoc. Charities; Civic Club; Endorsement Com., Welfare Fund; Bd. Mental Health Clinic; Com. on Sci. and Tech., Hebrew U., Palestine; Com. on Study of Social Needs of Hill Dist. Author of numerous papers on community advance.

*OWEN, CLAUDE W., Washington, D. C. Lawyer. Dir. Park Savings Bank; Bd. of T.; Juvenile Protective Assn. Trustee Community Chest. Mem. Budget Com., Community Chest. Chmn. Commn. (apptd. by Bd. of T.) for creation of Memorial Monument to Theodore Roosevelt.

†PABST, GUSTAVE, Milwaukee, Wis.

*PADEFORD, F. M., Seattle, Wash. University Professor; Author. Prof. of Eng., Dean Graduate Sch., Asst. Dean of Faculties, U. of Wash. Past Pres. Fine Arts Assn. Mem. Nat. Inst. Social Sci.; Am. Assn. U. Profs.

*PAGE, WILLIAM TYLER, Washington, D. C. Clerk, House of Representatives.

§PARISH, MR. AND MRS. HENRY, New York City.

*PARKER, MRS. F. W., Santa Fe, N. M.

†PARKER, MRS. GORDON, Colorado Springs, Colo. Mem. Garden Club; Civic Concerts, Inc.; Council of Girl Scouts.

PARKER, ROBERT CHAPIN, Westfield, Mass. Interested in community improvement.

PARKER, WILLIAM STANLEY, Boston, Mass. Architect. Pres. Bldg. Congress; past Mem. City Planning Bd. Mem. A. I. A.; Soc. of Archts. Special interest: improvement of small-house architecture from an esthetic standpoint.

§PARMELEE, JAMES, Washington, D. C. PARRISH, M. L., Philadelphia, Pa. Mem. City Parks Assn.; Reg. Planning Assn.

§PARTRIDGE, EDWARD L., New York City. Physician. Cons. Physician New York Hosp. Pres. N. Y. Nursery and Children's Hosp.; Washington Square Home for Friendless Girls; Washington Square Assn. Pioneer in movement for Highlands of Hudson River Reservation. Commr. Palisades Interstate Park. Mem. Med. and Surg. Soc.; Med. Soc. State of N. Y. Trustee Am. Scenic and Hist. Preserv. Soc.

PATTERSON, MRS. WILLIAM A., Red Bank, N. J. Interested in community improvement.

PAUL, J. RODMAN, Philadelphia, Pa. Lawyer. Dir. Pa. Forestry Assn. V.P. Fairmount Park Art Assn. A founder and past Pres. City Parks Assn. Participated actively in movements for development of small parks of Phila. and beautification of Fairmount Park.

PAXON, MRS. CHARLES T., Jacksonville, Fla. Interested in community improvement.

PAXON, FREDERIC J., Atlanta, Ga. Merchant. Pres. and Treas. Davison-Paxon Co.; Dir. 1st Nat. Bank; Chmn. Adv. Bd. Florence Crittenden Home; Uncle Remus Memorial Assn. Mem. Community Chest; C. of C. Past Pres. Carnegie Libr. Honored by city for most outstanding public services since 1924. Rendered important service in community and agricultural education by promoting public libraries, rural fairs, and boys' and girls' clubs.

†PAYNE, JOHN BARTON, Chicago, Ill. and Washington, D. C. Lawyer. Chmn. A. R. C. Gen. Counsel Shipping Bd., 1917-18; U. S. R. R. Administration, 1917-19. Chmn. U. S. Shipping Bd., 1919-20. Sec. of Interior, 1920-21. Past Pres. Bd. South Park Comms., Chicago; Chicago Law Inst. Mem. Am., Ill., and Chicago Bar Assns. Past Chmn. Nat. Conf. State Parks. V.P. A. C. A. Actively interested in city, State, and Nat. Parks.

*PAYSON, GEORGE, Chicago, Ill.

PEABODY, A. S., Chicago, Ill. Investment Banker. Pres. Peabody Houghteling & Co.; Citizens Assn. V.P. Symphony

Orch. Interested in community improvement.

†PEABODY, GEORGE FOSTER, New York City. Retired Banker. Trustee Am. Church Inst. for Negroes, Hampton Normal and Agrl. Inst.; Penn Normal and Indust. Sch., U. of Ga.; Skidmore Coll.; Lake Placid Ednl. Found. Mem. Nat. Inst. Arts and Sci. Interested in community improvement and Federal City.

PEALE, MISS ELIZABETH H., Lock Haven, Pa. Interested in community improvement.

PEALE, REMBRANDT, New York City. Coal Operator. Pres. Peale, Peacock & Kerr. Apptd. adviser U. S. Fuel Administration, 1917; U. S. Bituminous Coal Commn., 1919. Mem. Com. Nat. Civic Fed. Interested in community improvement.

PEARSE, LANGDON, Winnetka, Ill. Engineer. Sanit. Engr., Sanit. Dist., Chicago since 1909. Mem. A. S. C. E.; A. I. C. E.; Western Soc. of Engrs.; Am. Pub. Health Assn.; Inst. of Mun. and Co. Engrs.; Inst. of C. E. Interested in sanitation, water-supply, and sewage-disposal.

§PEASLEE, HORACE W., Washington, D. C. Architect; Park Consultant. Chmn. Com. on Nat. Capital, A. I. A.; Com. on Architecture, Washington Com. of 100. Organized Archts. Adv. Council, Washington, D. C. Pres. Washington Chapt. A. I. A. Mem. Dupont Circle Citizen's Assn. Sec. Allied Archts. Formerly Archt. of Public Bldgs. and Grounds. Rendered important service in civic and architectural advance for Federal City, and aided in promotion Nat. Capital Park and Planning Commn.

PEDRICK, WILLIAM J., New York City. Exec. V.P., 5th Ave. Assn.; Dir. 1st Ave. Assn.; Sec. East River 38th St. Tunnel Com. Pres. Madison Ave. Assn.; Midtown C. of C. Mem. Zoning Com. of N. Y.; Exec. Com., Save N. Y. Com.; Advisory Com. of the N. Y. Bldg. Code; Advisory Com. Reg. Plan Assn., Inc.; Adv. Com., Com. of 20 on Street and Outdoor Cleanliness.

PEIRCE, HAROLD, Philadelphia, Pa. Gen. Agent N. Y. Life Ins. Co. Past Sec. Commn. for Investigation and Control of Chestnut Tree Blight Disease in Pa. Mem. Am. Hist. Assn.; Acad. Natural Sci.; Geog. Soc.; Soc. Protection of Ancient Bldgs. (English). Interested in community advance.

PENNOYER, N. A., Kenosha, Wis. Physician. Founder and head Pennoyer Sanitarium. Interested in community improvement.

PEPLER, GEORGE L., F. S. I., P. P. T. P. I., Hon. Mem. Inst. M. & Cy. E., F. R. San. Inst., London, Eng. Mem. Council of Garden Cities and Town Planning Assn.; Exec. Com., Internat. Fed. on Housing and Town Planning; Council for Preservn. of Rural Eng.; Council Nat. Playing Fields Assn.

PERKINS, ARTHUR, Hartford, Conn. Lawyer. Chmn. Bd. Appalachian Trail Conf. Active in support of Appalachian Trail now in progress of development.

PERKINS, CLEVELAND, Washington, D. C. Author of articles on internat. affairs and interested in development of Federal City.

§PERKINS, DWIGHT H., Evanston, Ill. Architect. Hon. Pres. Reg. Planning Assn. of Chicago. Mem. A. I. A.; Prairie Club of Ill. Interested in city planning, architectural advance, and forest preserves.

PERKINS, ELLEN, Athens, Pa. Interested in community improvement.

PERRY, ARTHUR F., Jacksonville, Fla. Mem. C. of C.; State C. of C.; V. Chmn. Bd. Barnett Nat. Bank; past mem. City Council. Keenly interested in community improvement.

*PETER, C. ROBERT, Louisville, Ky.

*PETER, WALTER G., Washington, D. C. Architect. Mem. A. I. A.; Soc. of the Cincinnati.

PETERSON, ELMER T., Des Moines, Ia. Editor *Better Homes and Gardens*. Mem. Rotary Club; Inter-Profl. Inst. Interested in abolishing waste places, landscaping of vacant areas and city approaches, to counteract destruction of natural scenic beauty of earlier years. Initiated Jr. Garden Clubs as auxiliaries in general movement to conquer new frontier of civilized ugliness.

PETERSON, FREDERICK, New York City. Physician. Former Pres. State Commn. on Lunacy; N. Y. Neurol. Soc. Author of important treatises on mental diseases and oriental poetry. Interested in civic improvement.

†PETERSON, WILLIAM A., Chicago, Ill. Mem. Plan Commn.; Plan Com. of Forest Preserve Commn., Cook Co., Ill.

PETTIBONE, W. B., Hannibal, Mo. Interested in community improvement.

PETTIT, WILLIAM S., Far Rockaway, N. Y. Interested in community advance.

*PEW, JOHN B., Kansas City, Mo.

†PFAFF, WILLIAM, New Orleans, La. Printer. Dir. U. S. C. of C.; Pres. Motor League of La. Past Pres. and Dir. New Orleans Assn. of Commerce. Active in movement for highway improvement.

PHELPS, MRS. EDWARD J., Kenilworth, Ill. Pres. Garden Club. Active in promotion of home gardens and horticulture.

*PHILIP, JOHN W., Dallas, Tex. Chmn. local Fed. City Com. A. C. A.

PHILIPP, RICHARD, Milwaukee, Wis. Architect. Interested in architectural advance and community improvement.

§PHILLIPS, T. GLENN, Detroit, Mich. Landscape Architect; City Planner. Dir. Mich. Housing Assn. Mem. Nat. Conf. on City Planning; Am. Inst. City Planning; A. S. L. A. Chmn. local Fed. City Com. A. C. A. Participated

actively in movement to enlarge Reg. Plan of Detroit. Interested in city planning in all its phases. City Plan Consultant for many towns in Mich.

†**PHIPPS, LAWRENCE C.**, Denver, Colo. U. S. Senator. Past V.P. and Treas. Carnegie Steel Co. Founded Agnes Memorial Sanatorium for treatment of tuberculosis.

PICKMAN, DUDLEY L., Boston, Mass. Interested in community improvement.

***PIERCE, ROBERT**, Topeka, Kans.

***PIERCE, MRS. WALTER M.**, La Grande, Ore.

PINCHOT, GIFFORD, F. A. A. A. S., Milford, Pa. and Washington, D. C. Past Chief U. S. Forest Serv. Pres. Nat. Conservn. Assn. Former Prof. Forestry, Yale U. Former Gov. of Pa. Mem. Soc. Am. Foresters; Am. Forestry Assn.; Royal Eng. Arboricult. Soc.; Am. Mus. Nat. Hist.; Washington Acad. Sci.; Am. Acad. Polit. and Social Sci. Rendered distinguished service in the cause of conservation and science.

***PLACHEK, JAMES W.**, Berkeley, Cal.

†**PLANKINTON, WILLIAM WOODS**, Milwaukee, Mich.

PLATT, CHARLES A., F. A. I. A., New York City. Architect. Mem. Am. Acad. Arts and Letters. Awarded Webb Prize, Soc. of Am. Artists, 1894. Interested in architectural advance and Nat. Parks.

§**POHL, FRANK L.**, New York City. Lawyer. Trustee N. Y. Pub. Libr.; Cathedral of St. John, the Divine; past Pres. Civ. Serv. Commn.; former Counselor U. S. State Dept.; former Under-Sec. of State; Head of U. S. Del. to Peace Conf., Paris, 1919; V.P. Nat. Mun. League; Dir. Park Assn.; Reg. Plan Assn., Inc. Mem. N. Y. C. Bar Assn. Apptd. U. S. Commr. Plenip. to negotiate Peace, 1919. Interested in internat. affairs.

POLK, WILLIAM T., Warrenton, N. C. Lawyer. Mem. N. C. Social Service Conf.

POLLARD, W. L., Los Angeles, Cal. Attorney. Dir. Realty Bd.; Dir-at-large Cal. Real Estate Assn. Chmn. State City Planning Com.; Special Zoning Com., C. of C.; All Parties Reapportionment Com. of Cal. Pres. Rainbow Park Impr. Assn. Mem. Am. Acad. Polit. and Social Sci.; City Planning Assn.; Assn. of City Planners of L. A. Co.; Am. Bar Assn.; Cal. and L. A. Bar Assns.; Boulder Dam Conservn. Com. of Cal. Active in affecting reapportionment of State regulations for Cal.

***POLLOCK, MISS ADELAIDE**, Seattle, Wash.

***POMEROY, HUGH R.**, Los Angeles, Cal. Pres. and organizer Assn. of City Planners, L. A. Co.; City Planning Assn. Exec.-Sec. Citizens Com. on Parks, Playgrounds, and Beaches, L. A. Co. Pres. Hollydale C. of C. Dir. Cal. Conf. on City Planning. Mem. and past Pres. City Club. 1st Pres. City and Reg. Planning Sect., League of Cal. Municipalities. Mem. (and organizer) City and Co. Engrs. Assn.; C. of C.; Southgate C. of C.; Southgate City Planning Commn. Participated in Metrop. Park Program for L. A. Co., in Cal. State Park Program, developed Reg. Highway and Civic Center Plan for city and county. Author of 1923 Cal. Legislation of County Sanitation District Act.

§†**POND, IRVING K.**, Chicago, Ill. Architect. Founder and Hon. Mem. Archtl. Club. Hon. Mem. San Francisco, Los Angeles, and South Bend Archtl. Clubs. Mem. Nat. Inst. Arts and Letters; Soc. Midland Authors; Chicago Literary Club; A. I. A. Contributor to technical journals. Actively interested in measures for civic betterment and advancement of fine arts.

PONTEFRACHT, MRS. ELIZABETH W., Shield, Pa. Mem. Civic Club, Allegheny Co. Especially interested in park development and roadside improvement.

§**POOLE, JOHN**, Washington, D. C. Banker. Pres. Fed. Am. Nat. Bank. Past Pres. Rotary Internat.; local Chapt., Am. Inst. of Banking. Chmn. Community Chest. Mem. D. C. Bankers' Assn.; Bd. of T.

§**PORTER, Miss E.**, San José, Cal. V.P. Outdoor Art League. Interested in community improvement, tree-planting, State and Nat. Parks, and Fed. City.

***PORTER, FRED H.**, Cheyenne, Wyo. Mem. C. of C.; Lions Club. Actively interested in proposed zoning law and park development.

***PORTER, F. F.**, Oakland, Cal. Post, George B., New York City. Architect.

†**POWERS, THOMAS H.**, Colorado Springs, Colo.

†**PRATT, GEORGE D.**, New York City. Pres. Am. Forestry Assn.; V.P. Am. Fed. Arts.; Treas. Am. Assn. Museums. Mem. Nat. Conf. on State Parks. Participated, while Conservn. Commr. of N. Y. State, in development of Saratoga Springs as health resort. Rendered distinguished service in conservation.

§**PRATT, MRS. JOHN T.**, New York City and Washington, D. C. Mem. U. S. House of Representatives. Interested in community improvement and Federal City.

PRENTICE, WILLIAM K., Princeton, N. J. Mem. Billboard Com., Garden Club of Am.

PREScott, MISS MARY R., Saranac Lake, N. Y. Chmn. Park Com. Village Impr. Soc.; Sec. and Treas. Reception Hosp.; Bd. Mem. Gen. Hosp.

†**PRICE, ELI KIRK**, Philadelphia, Pa. Pres. City Parks Assn.; V.P. Fairmount Pk. Commn. Recipient 1929 Bok Award.

PRICE, FRED SOMERS, Wilmington, Del. Mem. C. of C. Participated actively

in movements for city planning of Wilmington and the Metrop. Dist. Interested in improvement of residential subdivisions.

†PRICKETT, W. S., Sidnaw, Mich.

PRINCE, MRS. BENJAMIN, New York City. Interested in community improvement.

PROSKAUER, MRS. JOSEPH M., New York City. Actively interested in public welfare and community advance.

PROSSER, MRS. WILLIAM A., Tiverton, R. I. Prominent in promotion of reg. planning for R. I.

PRUYN, ROBERT C., Albany, N. Y. Banker. Pres. and Chmn. Bd. Nat. Commercial Bank & Tr. Co. Dir. Albany Hosp.; Church Pensions Fund. Interested in civic improvement.

PRUYN, MRS. ROBERT C., Albany, N. Y. Interested in civic improvement.

††PURDY, LAWSON, New York City. Lawyer. Pres. Tax Reform Assn. V.P. City Club. Mem. Exec. Com. Nat. Mun. League; Com. on Reg. Plan of N. Y. and Its Environs; Bd. Reg. Plan Assn.; Commn. to Examine and Revise Tenement House Law. Past V. Chmn. Commn. on Building Heights and Restrictions; Commn. that secured passage of Zoning Ordinance for N. Y. Pres. Planning Found. of Am. Participated actively in movement to amend N. Y. Charter in relation to assessment of real estate and improvement of assessment methods. Past Pres. Nat. Conf. on City Planning; Nat. Mun. League; Treas. Russell Sage Found.

PUTNAM, EDWARD K., F. A. A. A. S., Davenport, Ia. Museum Director. Acting Dir. Davenport Pub. Mus. Mem. Am. Assn. of Museums; Am. Ethnol. Soc.; Am. Anthropol. Assn.; Am. Sch. Prehist. Res. Interested in the sciences and community improvement.

PYKE, MISS BERNICE S., Lakewood, O. Mem. League of Women Voters; Bd. of Edn.; Cuyahoga Co. Bd. of Elections; Nat. Dem. Com. Women for City Govt.; Cleveland Citizens' League; City Club. Active in movements to regain City Manager form of government, proportional representation and prosecution of vote frauds.

QUIER, MRS. EDWIN A., Reading, Pa. Interested in community improvement and Nat. Parks.

*RADCLIFFE, WILLIAM L., Washington, D. C. Pres. Radcliffe Chautauqua System. Mem. Bd. of T., Internat. Lyceum and Chautauqua Assn. U. S. C. of C.; Nat. Press Club.

§RAMSAY, ERSKINE, Birmingham, Ala. Pres. Bd. of Edn.; Dir. C. of C.; Children's Hosp.; A. R. C.; Community Chest. Keenly interested in city planning and the promotion of civic beauty.

RAMSPERGER, H. G., Leonia, N. J. Keenly interested in general community and civic advance.

†RANDOLPH, MISS ANNA, Philadelphia, Pa. Treas. Chestnut Hill Community Center.

RAPP, ARTHUR E., Council Bluffs, Ia. City Building Inspector. Sec. Planning and Zoning Commn. Mem. Garden Club. Interested in city planning and development of civic beauty.

§RATCLIFF, W. H., JR., Berkeley, Cal. Architect. Past City Archt. Mem. Planning Commn., 1916-21; Bd. of Dirs. A. R. C.; Bd. of Dirs. Y. M. C. A.

*REA, MRS. HENRY, Pittsburgh, Pa. Chmn. Bd. Oliver Iron & Steel Co. Apptd. mem. Commn. of 11 to investigate Soldiers' Relief, 1921. Active in A. R. C. work during World War. Mem. 20th Century Club.

*READE, J. M., F. A. A. A. S., Athens, Ga. Professor of Botany, U. of Ga. Dir. Biol. Labs. Mech. Soc.; Ecol. Soc. of Am.; Ga. Acad. Sci. Chmn. local Fed. City Com., A. C. A.

*REED, MRS. HOWARD S., Phoenix, Ariz.

REES, J. ARLINGTON, Kingston, Pa. Interested in community improvement.

REGAN, MRS. JOHN, Providence, R. I. Interested in elimination of billboards and improved civic centers.

REID, MRS. JAMES, Ducor, Cal. Interested in civic improvement.

REILLY, HUGH, Washington, D. C. Merchant. Interested in Federal City and community advance.

*RENZ, GEORGE A., Kansas City, Kans.

REYNOLDS, GEORGE M., Chicago, Ill. Banker. Chmn. Exec. Com., Ill. Bk. and Tr. Co.; Dir. Fed. Res. Bank; Pres. Am. Bankers Assn. Mem. Am. Monetary Commn. to Europe, 1908. Pres. Citizens War Bd., 1917-19. Interested in development of Chicago and civic education.

*RICHARDSON, MISS ANNE, Washington, D. C.

*RICHARDSON, HUGH, Atlanta, Ga. Capitalist. Engaged in realty and investment business. Trustee Princeton U., 1918-24. Mem. Bd. of Dirs., Oglethorpe U.

*RICHARDSON, LEON J., Berkeley, Cal. University Professor; Author. Mem. Faculty, Dir. Extension Div. U. of Calif.; Former Dean of Summer Sch.; past Pres. Nat. U. Extension Assn. Delegate to World Adult Assn. Conf., Cambridge, Eng., 1929.

§RICKER, GEORGE A., Washington, D. C. Mem. Pub. Utilities Com., Kalorama Citizens Assn.; Pub. Affairs Com., Washington Soc. Engrs.; Coördinating Com. of Dist. While resident of Buffalo, Sec. Council Good Govt. Clubs; Pres. City Civ. Serv. Commn.; Mem. Bd. of Trustees, Charity Org. Soc.

RIEHL, FREDERICK A., Philadelphia, Pa. Interested in community improvement.

RIKE, FREDERICK H., Dayton, Ohio. Merchant. V.P. Industrial Assn.; Airport. Past Chmn. Citizens Com. in

support of City Manager form of govt.; Dir. (mem. Exec. Com.) Community Chest. Mem. C. of C.; Humane Soc.; Miami Valley Hosp. Assn. Active as member of Charter Commn. Responsible for charter, and as Pres. of "Greater Dayton" Assn. (now C. of C.).

RINEHART, MRS. MARY ROBERTS, Washington, D. C. Author; Playwright. Interested in Nat. Parks. Mem. President's Commn. on Conservn. and Administration of Pub. Domain.

*ROACH, CHARLES, Los Angeles, Cal.

*ROBERTSON, HARRISON, Louisville, Ky. Journalist. Editor-in-Chief *Courier-Journal*. Mem. local Fed. City Comn., A. C. A.

§ROBINSON, MRS. DOUGLAS, New York City. Founder and Sec. N. Y. City Com. for Fatherless Children of France. Served as mem. of Pres. Coolidge's Adv. Com. of Exec. Com. of Rep. Nat. Com. Mem. Council, Poetry Soc. of Am. For 30 years Bd. Mem. Supervisors of the N. Y. Orthopaedic Hosp. Founder Colony Club and Free Art Club. Dir. Roosevelt House, conducting civic ednl. work through its Roosevelt Clubs in pub. schs. Founder Jordanville Red Cross Chapt., and donor, with late husband, of Jordanville Free Library and community house. Dir. Nat. Com. on the Prevention of Blindness.

§ROBINSON, MRS. THEODORE DOUGLAS, New York City and Washington, D. C. †ROBINSON, W. H., Pittsburgh, Pa. V.P. H. J. Heinz Co. Rendered distinguished service to city planning for Pittsburgh through active service on Citizens Com. on City Plan.

ROCKWOOD, C. J., Minneapolis, Minn. Interested in park development.

*ROGAN, NAT, San Diego, Cal. Interested in city planning.

*ROGERS, R. R., Spokane, Wash.

ROLFE, MISS MARY A., Champaign, Ill. Author; Lecturer (U. of Illinois). An Editor *Western Architect*; Author of Nat. Park books.

*ROLLINS, MR. AND MRS., Des Moines, Ia.

§ROOSEVELT, MRS. W. EMLEN, New York City. Interested in Nat. Parks.

‡ROOSEVELT, MRS. FRANKLIN D., Albany, N. Y. Interested in public welfare.

*ROSE, DAVID B. G., Louisville, Ky. Mem. Louisville Found.; Bd. of T. Interested in the improvement of inland waterways and terminals.

ROSE, MRS. D. Y., Providence, R. I. Interested in general civic improvement and advance.

†ROSE, G. B., Little Rock, Ark. Lawyer. Mem. Rose, Hemingway, Cantrell & Loughborough. Mem. Am. Bar Assn.; Internat. Law Assn.; Am. Inst. of Law; Commn. on Uniform State Laws; past Pres. Ark. and Little Rock Bar Assn. Interested in community improvement and renaissance art.

*ROSE, HENRY M., Washington, D. C. Asst. Sec. U. S. Senate.

ROSENTHAL, BENJAMIN J., Chicago, Ill. Merchant. Mem. City Club; Legisl. Voters League; Civic Fed.; Safety Commn.; Mun. Voters; Benjamin J. Rosenthal Charities, Inc. Past mem. Bd. of Edn.

ROSENWALD, JULIUS, Chicago, Ill. Merchant; Philanthropist. Chmn. Bd. Sears, Roebuck & Co.; Chicago Bur. of Pub. Efficiency. Trustee Rockefeller Found.; Art Inst.; Tuskegee Inst.; U. of Chicago; Hull House. Apptd. by Pres. Wilson Mem. Adv. Commn. Council Nat. Defense. Actively interested in civic, philanthropic and educational enterprises.

Ross, Miss HELEN, Kingston, Pa. Interested in Nat. Parks.

Ross, Miss MARY L., Kingston, Pa. Pres. West Side Settlement Assn.

§ROWELL, CHESTER H., Berkeley, Cal. Educator. Pres. Cal. League of Nations Non-partisan Assn. Past Ed. and Pub. *Fresno Republican*. Mem. Faculty U. of Cal.; lecturer on political science, educational, civic and political subjects. Organizer and past Pres. Lincoln-Roosevelt Rep. League. Interested in community improvement.

*ROWLAND, J. H., Los Angeles, Cal.

§ROWLAND, MRS. WILLIAM O., Philadelphia, Pa.

§RUDOLPH, CUNO H., Washington, D. C. Banker. Past Pres. Bd. of D. C. Comms.; Bd. of T. Pres. Children's Hosp. Mem. C. of C.; Anthrop. Soc.; Social Hygiene Soc.; Tuberculosis Soc.; Am. Acad. Polit. and Social Sci.; Sulgrave Inst.; Nat. Highways Assn.; Nat. Conf. on Social Work; Columbia Hist. Soc.; Chmn. Geo. Washington Bicentennial Commn.

RUMBOLD, MISS CHARLOTTE, Cleveland, O. Asst. Sec. C. of C.; Acting Sec. Com. on City Plan, and Com. on Co-operative Metrop. Govt.; Pres. State Conf. on City Planning; Chmn. local Fed. City Com., A. C. A.

*RUMSY, MRS. CHARLES C., New York City.

§RUSSELL, E. J., F. A. I. A., St. Louis, Mo. Architect. Mem. Mauran, Russell & Crowell. Past mem. House of Dels.; Pub. Recreation Com.; Bd. of Appeals. Chmn. City Planning Commn. Mem. Archtl. League; Nat. Housing Assn.; Nat. City Planning Conf. Interested in city planning and architectural advance.

*RUSSELL, HERBERT L., Detroit, Mich.

RUSSELL, JAMES S., Milton, Mass. Farmer. Mem. Planning Bd. Interested in community improvement.

RUST, H. L. JR., Washington, D. C. Treas. H. L. Rust Co. Interested in real-estate development and Federal City.

*SADOWSKI, R. J., Detroit, Mich. Physician.

§**ST. GEORGE, GEORGE**, Tuxedo Park, N. Y. Interested in community advance.

§**ST. GEORGE, MRS. GEORGE**, Tuxedo Park, N. Y. Interested in civic improvement.

SALTONSTALL, MRS. R. M., Chestnut Hill, Mass. Interested in Nat. Parks.

SAMPLE, W. W., Spur, Tex. Interested in community development.

SANDERS, JOSEPH, Washington, D. C. Engineer; Financier. V.P. and Dir. Bank of Commerce and Savings; V.P. Equit. Life Ins. Co. of D. C. Mem. Columbia Hist. Assn.; Forest Hills and Columbia Heights Citizens' Assns.; council, Boy Scouts.

§**SANGER, PRENTICE**, New York City. Interested in community improvement.

SARGENT, WINTHROP, Haverford, Pa. Interested in community improvement.

§**SAUL, B. F.**, Washington, D. C. Mortgage Banker. Chmn. Zoning Com., Bd. of T. Interested in the improvement of real-estate subdivisions.

SAUNDERS, BERTRAM H., Paterson, N. J. Special interest: community improvement and city planning.

***SAUNDERS, CHARLES W.**, Seattle, Wash.

SAUNDERS, MRS. H. T., Cincinnati, O. Dir. Woman's City Club; Mem. League of Women Voters; United City and Reg. Planning Com.; Woman's Div., City Charter Com.; Consumers' League. Special interest: city planning.

***SAWYER, RALPH E.**, Des Moines, Ia.

***SCARRIT, W. C.**, Kansas City, Mo.

SCATTERGOOD, MRS. THOMAS, Philadelphia, Pa. Interested in State Parks and roadside improvement.

***SCHACK, J. H.**, Seattle, Wash.

SCHIFF, MORTIMER L., New York City. Banker. Mem. firm Kuhn, Loeb & Co. Dir. Am. & Cont. Corp.; N. Y. Found.; Pres. Jewish Bd. of Guardians; Provident Loan Soc.; V.P. Boy Scouts. Interested in promoting civic improvement.

***SCHILLING, EDWARD A.**, Detroit, Mich. Mem. City Planning Commn.; Chmn. of Com. on Pub. Bldgs. and Monuments. Special interest: city zoning in connection with Mich. Soc. of Archts.

SCHMECKEBIER, LAURENCE FREDERICK, Washington, D. C. Economist. Mem. Inst. of Govt. Research; Am. Assn. Polit. Sci.; Am. Economics Assn.; Potomac Appalachian Trail Club; Appalachian Trail Club. Author of "Statistical Work of National Government," "The District of Columbia, Its Government and Administration," and numerous other works dealing with government activities.

***SCHMIDT, LORENZO**, Wichita, Kans.

SCHMIDT, R., Essen, Germany. Engineer. Dir. Siedlungsverband, Ruhrkohlenbezirk. Pres. Freie Deutsche Akademie des Staedtebaus. V.P. and Hon. Treas. Internat. Fed. of Housing and Town Planning. Hon. mem. of numerous German socs. and commns. connected with better housing and city planning. Rendering important service in internat. relations with foreign city-planning organizations.

†**SCHOELLKOFF, PAUL A.**, Niagara Falls, N. Y. Pres. Niagara Falls Power Co.; Gluck Realty Co.; Lewiston Heights Co. Gen. Mgr. Canadian-Niagara Power Co. Commr. State Reserv. at Niagara. Trustee Niagara Falls Memorial Hosp., C. of C. Mem. U. S. C. of C. Actively interested in conservation.

SCHRADER VON, OTTO U., Washington, D. C. Interested in civic improvement.

SCHWARTZ, MISS CORNELIA B., Lakewood, N. J. Interested in community improvement.

†**SCHWARZ, G. FREDERICK**, Bronxville, N. Y. Forester. Mem. Appalachian Mtn. Club; Sierra Club; Harvard Club. Author "Forest Trees and Forest Scenery," "The Rock River and Its Relation to the Surrounding Forests."

SCOTT, MISS LAURA H., Rosemont, Pa. Interested in community improvement.

SEARS, MISS ANNIE L., Boston, Mass. Mem. Mass. Civic League; Women's Mun. League; Good Govt. Assn.; Pub. Sch. Assn.; Dir. Vacation Sch., Waltham, Mass. Actively engaged in civic education, stressing the importance of beauty in city planning.

SEARS, THOMAS W., Philadelphia, Pa. Interested in community improvement.

SEASONGOOD, MURRAY, Cincinnati, O. Lawyer. Mayor and Mem. City Council, 1926-29. Chmn. City Planning Commn.; Travellers Aid Com. Pres. Leg. Aid Soc., Crafters Co.; Trustee Mus. Assn. (Art Museum); Working and Newsboys' Home. V.P. and Counsel Smoke Abatement League. Mem. Bd. of Trustees, Community Serv.; Council, Nat. Civ. Serv. Ref. League; Nat. Adv. Council Prop. Representation League. Mem. Ohio Commn. for the Blind.

SEELER, MRS. EDGAR V., Philadelphia, Pa. Interested in community improvement.

***SEFTON, J. W.**, San Diego, Cal. Interested in Federal City and city planning.

SEIBERLING, FRANK A., Akron, O. Manufacturer. Pres. Goodyear Tire & Rubber Co., 1898-1920; Seiberling Rubber Co. Dir. State Bank & Trust Co. Mem. Bd. of Park Commr. Rendered important service in civic development and promotion of parks and recreation.

SEKIGUCHI, EITARO, Kyoto, Japan. Mem. Faculty, Dept. of Agri., Imperial U., Kyoto. Asst. Prof. Landscape Architecture and City Planning. Actively interested in introducing city and regional planning in Japan.

SELLERS, HORACE WELLS, F. A. I. A., F. R. S. A., Philadelphia, Pa. Past Pres. and now Chmn. A. I. A. Mem. Main Line Citizens' Assn., Lower Merion Township; Reg. Planning and Zoning Coms.; Bd. in Housing Project; Franklin Inst.; Hist. Soc. of Pa.; Pa. Acad. Fine Arts; Phila. Art Alliance; Church Bldg. Commn. Diocese of Pa. Chmn. Com. on Preservn. of Hist. Monuments; Adviser to Valley Forge Parks Commn. Rendered important service in restoration of landmarks.

SERVER, MRS. E. H., Dallas, Tex. Mem. City Plan Commn.; Oak Cliff Soc. of Fine Arts. Chmn. Civic Art Com., City Plan Commn. At present actively interested in city-wide tree-planting campaign.

SESSIONS, C. H., Topeka, Kans. Newspaper Editor. Sec. of State, 1911-15. Mng. Ed. *Capital*, Dir. State Savs. and Loan Assn.; Chmn. Citizens Edn. Council of Kansas. Mem. State Utilities Commn.

***SETTLE, MRS. ANNA HUBBUCH**, Louisville, Ky. Pres. Ky. League of Women Voters; past Pres. and now V.P. Women's City Club. Mem. Mayor's Citizens' Com. of 100 for Plan for Louisville; Mayor's Com. for Investigation of Magistrates, Courts; local Fed. City Com., A. C. A. Interested in city planning and better municipal government.

SHANKLIN, R. B., Gary, W. Va. Interested in community improvement.

SHANNON & LUCHS, Washington, D. C. Realtors. Interested in real-estate development in the Federal City.

***SHARP, JAMES**, Washington, D. C. Sharp, Mrs. W. B., Houston, Tex. Interested in civic education.

SHARTEL, MRS. JOHN W., Oklahoma City, Okla. Rendered distinguished service in promotion of art while Pres. Art League.

SHATTUCK, MRS. C. H., Idaho Falls, Ida. Mem. City Beautification Com. C. of C. A judge in city and county "Yard and Garden" contests. Interested in better landscaping of public and home grounds and parks.

***SHAVER, CHARLES W.**, Salina, Kans. Architect. Mem. City Planning Commn.; C. of C. Special interest: parks, parkways, and playground development.

††**SHAW, ALBERT, F. A. G. S.**, New York City. Editor; Publicist. Ed. *American Review of Reviews*. Pres. Review of Reviews Corp. Ed. Minn. *Tribune*, 1883-90; Lecturer in many universities and colleges. Awarded John Marshall Prize by Johns Hopkins U., 1895, for books on mun. govt. Pres. Orig. Chapt. (William & Mary College) of Phi Beta Kappa. Fellow Am. Statis. Assn. Mem. Am. Antiq. Soc.; Am. Econ. Assn.; Am. Hist. Assn.; Am. Assn. Polit. Sci. V.P. A. C. A. Rendered distinguished service in civic education

through columns of Minn. *Tribune* and *American Review of Reviews*.

SHEBLE, MRS. FRANK J., Philadelphia, Pa. Mem. Civic Club; Pa. Mus.; Fairmount Park Art Assn.; University Mus.; Zoöl. Soc.

***SHELDON, CHARLES**, Topeka, Kans. Minister. Former Editor-in-Chief *Christian Herald*; N. Y. C. Contributing Editor *Christian Herald* since 1925. Interested in public welfare.

†**SHEPARD, C. SIDNEY**, New Haven, N. Y. Capitalist. Trustee Cornell U. Dir. Mobile & Ohio R. R. Co.; Seaboard Air Line Ry. Co. Mem. Metrop. Mus. Art; Am. Mus. Nat. Hist.; Am. Pathol. Soc.; Am. Social Sci. Assn.; Buffalo Fine Arts Acad. Interested in various patriotic, educational and philanthropic movements.

***SHERIDAN, LAWRENCE V.**, Indianapolis, Ind. Mem. Am. City Planning Inst.; Am. Soc. of Civil Engrs.; A. S. L. A.; Civic Affairs Com., C. of C.; Adv. Com. on Pub. Recreation. Interested in city planning and park development.

SHERRILL, C. O., Cincinnati, O. Former City Manager. Mem. City Planning Commn.; Reg. Planning Commn. for Metrop. Cincinnati; Nat. Econ. Council of Mun. League; City Mgrs. Assn.; Chmn. Joint Com. on Mun. Reporting. As Exec. Officer of Lincoln Memorial Bridge prepared plans for bridge and related park improvements. Assisted in plans for park development of Washington and preparation of legislation for Nat. Capital Park and Planning Commn. First Exec. Officer, Nat. Capital Park and Planning Commn. City Mgr. of Cincinnati in charge of acquisition and development of Thousand-Acre Airport, supervision of numerous highway and sewer improvements, direction of some 15 city departments.

***SHIENTAG, B. F.**, New York City.

***SHIRER, H. L.**, Topeka, Kans.

***SHORETT, JOHN B.**, Seattle, Wash.

***SHOWALTER, J. J.**, Cheyenne, Wyo. Mem. C. of C.

SHURTLEFF, ARTHUR A., Boston, Mass. Landscape Architect. Instr. Landscape Architecture Harvard U., 1899-1906. Town Planner U. S. Housing Corp. (World War). Adviser to Boston Metrop. Planning Div., 1907-09; Planning Div. Boston Metrop. Dist. Commn., 1923-27; park commns. of various cities since 1909. Pres. A. S. L. A. Mem. A. I. A.; Am. City Planning Inst.; Boston Soc. C. E.; Art Commn.; Mass. and Boston Art Commn.; V.P. Appalachian Mtn. Club. Participating actively in movements for city planning and park development.

SHURTLEFF, FLAVEL, New York City. City Planning Executive. An organizer and present Exec. Sec. Nat. Conf. on City Planning; Am. City Planning Inst. Consultant, Reg. Plan of New

York and Environs. Author of various articles on city planning.

†**SIBLEY, HIRAM W.**, Rochester, N. Y. Interested in community improvement and Nat. Parks.

SIDWELL, MRS. T. W., Washington, D. C. Mem. Bd. of Dirs. and Chmn. Sec. of Edn., Twentieth Century Club; Am. Assn. of U. Women; League of Women Voters. Interested in civic education and development of Nat. Park System.

SILZER, GEORGE S., Metuchen, N. J., and New York City. Lawyer. Former governor of N. J. Interested in conservation and has rendered distinguished service in the promotion of roadside improvement in New Jersey.

SIMMONS, JOHN J., Dallas, Tex. Dir. Kessler Plan Assn.; 1st Pres. Plan Commn. Mem. Park Bd., Plan Commn.; Chmn. Bd. of Supervisors, Trinity River Impr., a project to be completed in 1931.

SIMMONS, Z. G., Greenwich, Conn. Interested in community advance.

†**SIMMONS, MRS. Z. G.**, Greenwich, Conn. Interested in civic improvement.

SIMON, FRANKLIN, New York City. Merchant. Dir. Fifth Ave. Assn.; Retail Dry Goods Assn.; Arbitration Soc.; Hosp. for Joint Diseases. Interested in public welfare.

***SIMON, LOUIS A.**, Washington, D. C. Architect.

SIMON, ROBERT E., New York City. Interested in civic improvement.

SIMONDS, MARSHALL G., Chicago, Ill. Landscape Designer. Mem. firm of Simonds & West. Supt. Parks, and City Forester for 8 years, Green Bay, Wis. Responsible for winning of first prize by Green Bay in Playground Beautification Contest conducted by Playground and Recreation Assn. for cities of over 25,000 inhabitants. Rendered important service in development and landscape design of Green Bay park system.

SIMONDS, O. C., Chicago, Ill. Landscape Designer. Mem. firm of Simonds & West. Mem. A. S. L. A.; Western Soc. of Engrs.; Assn of Am. Cemetery Supts. Author and lectures on landscaping.

SIMONDS, ROBERT O., York Harbor, Me.

SIMPSON, JAMES, Chicago, Ill. Merchant. Chmn. Plan Commn.; Citizens Traction Com. As Chmn. Plan Commn. actively engaged in promoting work on Outer Drive Bridge and lake front parks, and river-front and super-highway development.

§**SINKS, FREDERICK N.**, Columbus, O. Lawyer. Dir. Columbus Club. Chmn. local Fed. City Com., A. C. A. Mem. C. of C. Trustee Female Benevolent Soc.; Hannah Neil Mission. Active in movement to prevent destruction of street trees along main thoroughfare, constituting one of the finest downtown boulevards. Interested in civic development of Ohio's State Capital.

†**SIPPEL, MRS. JOHN F.**, Washington, D. C. Pres. Gen. Fed. of Women's Clubs. Interested in enrichment and improvement of community life through special program of the General Fed.

***SKINNER, C. D.**, Topeka, Kans.

***SKINNER, D. E.**, Seattle, Wash.

SLADE, GEORGE T., New York City. Ret. railway official. Former Mgr. Erie & Wyo. Valley Ry. V.P. Northern Pacific Ry., 1909-18. Dep. Dir. Gen. of Transportation A. E. F. in France during World War. Mem. Pres. Wilson's 2d Industrial Conf., 1920. Pres. Absaroka Oil Development Co.; Tidewater Oil Co.

***SMALL, JOHN G.**, 3d, Washington, D. C. Landscape Architect.

SMITH, CLEMENT C., Milwaukee, Wis. Rendered active service for development of playgrounds and water-front improvements.

***SMITH, DELOS H.**, Washington, D. C. Architect. Mem. A. I. A.

SMITH, MRS. DUDLEY C., Normal, Ill. Interested in community improvement.

***SMITH, GEORGE OTIS**, F. A. A. S. Washington, D. C. Geologist. Dir. U. S. Geol. Survey. Mem. Bd. of Trustees, Colby Coll.; Coal Mining Inst. Am.; Am. Inst. Mining and Metall. Engrs.; Am. Forestry Assn.; Washington Acad. Sci.; Nat. Geog. Soc.

SMITH, HENRY P., North Tonawanda, N. Y. Dir. and Treas. Niagara Frontier Planning Assn.

***SMITH, LEONARD S.**, Redondo Beach, Cal. University Professor. Mem. Los Angeles City Planning Assn.; City Club. Participated in city planning and zoning movements.

SMITH, LUTHER ELY, St. Louis, Mo. Mem. firm Smith & Pearcey.

***SMITH, O. C.**, Kansas City, Kans.

SMITH, MRS. PAUL JORDAN (Sarah Bixby), Los Angeles, Cal. Pres. Friday Morning Club. Mem. Bd. of Trustees Scripps Coll.; Southern Cal. Hist. Soc.; Southwest Mus., and numerous welfare organizations for the promotion of city planning, with especial emphasis on importance of park and playground development and tree-planting.

SMITH, PETER A., South Orange, N. J. Chmn. Village Finance Commn.; Village Street and Highway Commn.; and other local organizations for civic improvement. Mem. C. of C. Interested in public utilities and community improvement.

SMITH, MRS. WILLIAM WATSON, Pittsburgh, Pa. Dir. Women's City Club. Travelers' Aid Soc.; Y. W. C. A.; Garden Club, Allegheny Co. Mem. Civic Club, Allegheny Co.; Council Girl Scouts; Twentieth Century Club; Public Charities Assn.; Col. Dames of Am.; League of Women Voters; Farm and Garden Assn.; Improvement of the Poor Assn. Active in all phases of civic endeavor.

SNELL, A. V., Pittsburgh, Pa. Mgr. C. of C.; organizer of first City Mgr. form of govt. in U. S., Sumter, S. C.; former Mgr. C. of C., Jacksonville, Fla., and Charleston, S. C. Active in propaganda for introduction of City Mgr. form of govt. in American cities.

SNYDER, JOHN W., San Diego, Cal. Rendered important service in city-planning movement and garden extension.

***SPAID, W. W.**, Washington, D. C. Banker; Broker. Mem. firm W. B. Hibbs Co. Mem. University Club; City Club; Nat. Press Club.

SPALDING, S. M., Los Angeles, Cal. Interested in community improvement.

***SPRAGUE, A. A.**, Chicago, Ill. Merchant. Dir. Cont. Ill. Bank & Tr. Co.; Chicago and Northwestern Ry. Co.; Calumet and Arizona Mining Co. Trustee Field Mus. of Nat. Hist.; John Crerar Libr.; Children's Memorial Hosp.; Rush Med. Coll.; Shedd Aquarium; Rosenwald Industrial Mus.; Otho S. A. Sprague Memorial Inst.

SQUIRES, MARK, Lenoir, N. C. Mem. N. C. State Legislature; Great Smoky Mtn. Nat. Park Commn. Actively interested in State and Nat. Parks.

STAMEN, MORRIS E., Washington, D. C. Lawyer; Lecturer. Interested in civic improvement and development of Federal City.

STARK BROS., Louisiana, Mo. Nurseries and Orchard Co.

***STARK, C. W.**, Washington, D. C.

STEEL, MISS MARIANNA J., Germantown, Pa. Interested in community improvement.

***STEILBERG, WALTER E.**, Berkeley, Cal.

STEINHART, JOHN W., Nebraska City, Neb. Mem. Arbor Day Memorial Assn.; State Hist. Assn. Chmn. Neb. City Planning Commn.; Trustee Memorial Bldg. Assn. Special interest: town, county, and State planning, conservation, and roadside improvement.

STELLWAGEN, EDWARD J., Washington, D. C. Banker. Pres. Union Trust Co. Mem. Bd. of T.; Cosmos Club. Interested in Federal City.

***STEPHAN, ANTON**, Washington, D. C. Lawyer. Dir. C. of C.; Councilor U. S. C. of C. Mem. Chevy Chase Citizens Assn.; Com. on 200th Anniversary Birth of George Washington. Trustee Com. on Vocat. Edn. Pub. Schs.

Keenly interested in training of young men and development of the Federal City. General in Nat. Guard; served on Mex. border and in France during World War.

***STEPHENSON, J. F.**, Lakewood, N. J. Banker. Pres. Shade Tree Commn.; Dir. N. J. Fed. of Shade Tree Commns. Interested in care and planting of shade trees.

STETSON, MRS. J. M., Williamsburg, Va. Mem. Nat. Conf. on State Parks; Am. Park Assn.; and other park organizations; Civic League; Garden Club

Particularly interested in development of Nat. State, and county parks.

STEVENS, MRS. FREDERICK W., Grand Rapids, Mich. Interested in civic improvement.

STEVENS, JOHN CALVIN, Portland, Me. Architect. Pres. Soc. of Art; Chmn. Com. of C. to investigate city governments; past Pres. C. of C.; past Chmn. Commn. on Zoning. Mem. Soc. for Preserv. New Eng. Antiquities; Soc. Protection New Hampshire Forests; Am. Fed. Arts; U. S. C. of C.; Pub. Com. for Revision of Bldg. Code of Portland, 1926. Participated actively on Committee to revise City Charter, which now provides for City Manager and Council of Five. Interested in improved city government and architectural advance.

***STEVENS, THEODOSIUS**, New York City. **STEVENSON, MISS AMELIA**, Buffalo, N. Y. Interested in civic improvement.

STEWART, H. B., Akron, O. Mem. City Planning Commn. Rendered important service in city planning.

STIFEL, CARL, St. Louis, Mo. Pres. Gundlach Realty Co. Rendered important service in community improvement and real-estate subdivision development.

***STIMSON, HENRY LEWIS**, Washington, D. C. Lawyer. Sec. of State of U. S. Former Sec. of War. Gov.-Gen. Philippine Islands, 1927-29.

***STIMSON, MRS. HENRY LEWIS**, Washington, D. C. Interested in Federal City.

STOCKTON, JAMES R., Jacksonville, Fla. Interested in community improvement.

***STOKES, J. G. PHELPS**, New York City. Publicist. Pres. Intercoll. Socialist Soc., 1907-18. V. Chmn. Mun. Ownership League, 1905; Independence League, 1906. Hon. Councilor Russian Inform. Bur. in U. S., 1917-22. Mem. Soc. of Colonial Wars; N. Y. Soc. Mil. and Naval Officers World War; Sulgrave Instn. Actively interested in civic improvement.

STONE, EDWARD L., Roanoke, Va. Chmn. City Planning Commn.; City Zoning Commn.; Adv. Com., C. of C. Actively interested in civic affairs with special reference to city planning and zoning. Rendered important service to Roanoke in securing general survey of the city.

STONE, ROBERT B., Boston, Mass. Pres. Council of Social Agencies; Chmn. Children's Aid Assn. Mem. Exec. Com. Good Govt. Assn. Actively interested in public welfare and civic improvement.

STORROW, JAMES J., JR., Boston, Mass. Actively interested in civic improvement.

STORROW, MRS. JAMES J., Boston Mass. 2d V.P. Women's City Club; Chmn. Mass. Better Homes Com.; Dep. Commr. Mass. Girl Scouts. Mem. World Com. Girl Guides and Girl

Scouts. Actively interested in civic improvement, especially better housing.

*[†]STOTESBURY, Mrs. EDWARD T., Philadelphia, Pa. Actively interested in civic improvement.

STOWELL, ELLERY C., Washington, D. C. Educator. Prof. Internat. Law, Am. U.; Pres. Better Govt. League. Author of works on internat. law.

STRAUSS, MOSES, Cincinnati, O. Managing Editor *Times-Star*; Mem. Bd. Anti-Tuberculosis League. Mem. Torch Club; Kiwanis; Chmn. Parks Com., Cincinnati Club. Mem. Auto Club (past Chmn. Safety Commn.).

STRAWBRIDGE, MRS. GEORGE S., Bala, Pa. Active in promotion of civic education and civic improvement.

*STRINGHAM, FRANK D., Berkeley, Cal. Lawyer. Former Mayor. Served twice as Pres. of City Planning Commn. Dir. East Bay Mun. Utility Dist. Mem. Am. City Planning Inst.; Am. Acad. Polit. and Social Sci.; Faculty Club U. of Cal.; Am. Bar Assn. Author of technical articles relating to mun. affairs and civic improvement.

STUART, JAMES L., Harrisburg and Pittsburgh, Pa. Secretary of Highways, State of Pa. Pres. Kingsley House Assn., Pittsburgh; Chmn. Bldg. Com. Allegheny Gen. Hosp. Mem. Bd. of Mgrs., Allegheny Co. Indust. Training School for Boys, Warrendale; Sewickley Water Commn. Rendered important service in improvement of pub. highways.

STUBBEN, HERMANN JOSEPH, Muenster, Westphalia, Germany. Town Planner. One of the leaders of German town planning.

STURGIS, R. CLIPSTON, Boston, Mass. Architect. Past Pres. A. I. A. Mem. Am. Acad. of Arts and Sci. In conjunction with members of his firm responsible for many important buildings in Boston and vicinity, such as Federal Reserve Bank, Arlington Town Hall, Brookline Library.

*SULLIVAN, HERBERT, San Diego, Cal. Interested in city planning.

SULZBERGER, ARTHUR HAYS, New York City. Newspaper Executive. V.P. and Dir. *The New York Times*; Co-Dir. Spruce Falls Power & Paper Co., Ltd., Toronto.

*SUMNER, CHARLES K., Palo Alto, Cal. Mem. City Plan Commn. Interested in city planning.

*SURRATT, JOHN E., Dallas, Tex. Sec. Kessler Plan Assn. Mem. Nat. Conf. on City Planning. Has rendered important service in development of City Plan, and in publicity work for the improvement of towns and cities in Texas.

*SWOFFORD, MRS. RALPH, Kansas City, Mo. Mem. Legislat. Com. on Woman's City Club; Bd. Mem. Vis. Nurse Assn. Dir. Social Hygiene Soc. and other civic organizations.

*TAFEL, ARTHUR C., Louisville, Ky. [†]TAFT, ELIHU BARBER, Burlington, Vt. Mem. Sierra Club. Interested in conservation.

*[†]TAFT, LORADO, Chicago, Ill. Sculptor. Instructor, Art Inst., 1886-1901. Lecturer on Art. Extension Dept. U. of Chicago, 1892-1902. Non-Resident Prof. of Art, U. of Ill. Mem. Am. Acad. of Arts and Letters; Nat. Sculpture Soc.; Bd. of Art Advisers of Ill., 1917; Nat. Commn. of Fine Arts, Washington, D. C., 1925-29; Hon. Mem. A. I. A. Creator of many notable works of art, such as the "Fountain of Time," Chicago; "Lincoln," Urbana, Ill. Author of numerous books on sculpture and art. Rendered important service in the advancement of civic art.

TALCOTT, GEORGE, Hartford, Conn. Interested in community improvement.

*TAYLOR, A. D., F. A. S. L. A., Cleveland, O. Landscape Architect; Town Planner. Mem. Am. City Planning Inst.; City Planning Commn.; City Planning Com., C. of C. Trustee Cambridge Sch. of Architecture and Landscape Architecture. Author "The Complete Garden."

*TAYLOR, ALEXANDER S., Cleveland, O. Realtor.

*TAYLOR, HUNTER, Cœur d'Alene, Ida. Lumber Merchant. Interested in Federal City.

TAYLOR, JAMES P., Rutland, Vt. Exec. Sec. State C. of C. Interested in parks and roadside improvement.

TAYLOR, JAMES S., Washington, D. C. Acting Chief Dir. of Bldg. and Housing, Bur. of Standards, Dept. Commerce; Sec. Adv. Com. on City Planning and Zoning, Dept. Commerce, Nat. Conf. on City Planning. Interested in practical and financial aspects of housing.

TAYLOR, ROLAND L., Philadelphia, Pa. Interested in community advance.

*TEALDI, AUBREY, F. A. S. L. A., Ann Arbor, Mich. University Professor. Prof. Landscape Design U. of Mich. Pres. Ohio-Mich. Chapt. A. S. L. A. Mem. Nat. Conf. on City Planning; Internat. Fed. of Housing and Town Planning. Interested in community improvement.

*TEALDI, MRS. AUBREY, Ann Arbor, Mich. Interested in Federal City.

*TEMPLE, EDWARD B., Philadelphia, Pa. Chief Engineer, Eastern Region, Pa. R. R. Co. Mem. Techn. Adv. Com., Reg. Planning Fed., Phila. Tri-State Dist.

*TEMPLE, GRACE LINCOLN, Washington, D. C.

*THAW, MRS. WILLIAM, JR., Pittsburgh, Pa. V.P. Pub. Charities Assn., Pa.; Am. Rose Soc. Treas. Civic Club, Allegheny Co.; Twentieth Century Club; Housing Assn. Mem. Bd. local Chapt. D. A. R.; Family Welfare Soc.; League of Women Voters. Erected and presented to Civic Club of Alle-

gheny Co. first pub. bathhouse in Pittsburgh. Initiated Traveling Art Exhibit in pub. schs. Participated in movements for playgrounds, Arbor Day celebrations, evening industrial schs. During World War rendered important service as Chmn. Allegheny Co. Council of Nat. Defense. Interested in Nat. Parks, public welfare.

†THAYER, JOHN E., Lancaster, Mass. Actively interested in conservation and preservation of Nat. Parks.

THIEME, T. F., Fort Wayne, Ind. Past Pres. Morris Plan Co.; Thieme Bros. Co. State Chmn. Bus. System of City Govt. Com. of Ind.; past Chmn. Exec. Com. Citizens' League of Ind. Mem. Am. Acad. Polit. and Social Sci.; Acad. of Polit. Sci.; Nat. Mfrs. Assn.; U. S. C. of C.

THOMAS, ERNEST K., Providence, R. I. Sec. R. I. Agrl. Conf.; R. I. Hort. Soc.; R. I. Forestry Assn. Dir. Civic Impr. and Park Assn.; Supt. of Parks. Mem. Agrl. Serv. Com., U. S. C. of C. Actively engaged in numerous beautification projects.

THOMAS, MRS. G. H., New York City. Interested in community improvement.

THOMPSON, A. W., Philadelphia, Pa. Dir. Am. Gas Co.; Girard Trust Co.; Pub. Serv. Corp. of N. J. Chmn. Bd. Trustees Allegheny Coll. Mem. Am. Acad. Polit. and Social Sci.; Am. Electric Ry. Assn.; A. S. C. E.; Franklin Inst.; State, U. S., and Phila. C. of C. Interested in public welfare.

THORN, Miss MARY, Philadelphia, Pa. Interested in Nat. Parks and community improvement.

THORNE, SAMUEL, New York City. Lawyer. Dir. Bank of Am. Nat. Assn.; Pemeta Oil Co.; Nat. Council on Religion in Higher Edn.; Trustee Yale in China; Am. U. in Cairo, Egypt. Mem. Boston Post Road Assn.; N. Y. Civ. Serv. Reform Assn.

*THORPE, MERLE, Washington, D. C. Editor. Former mem. Editorial Staff *Palo Alto Times*; *Hayava Post*; *Seattle Post-Intelligencer*. Editor and publisher, *Nation's Business*. Member U. S. C. of C. Interested in C. of C. activities and Federal City.

†THORPE, SAMUEL S., Minneapolis, Minn. Realtor.

†THROPP, MRS. JOSEPH E., Philadelphia, Pa., and Washington, D. C.

THUM, WILLIAM, Pasadena, Cal. Former Mayor of Pasadena.

THUN, FERDINAND, Reading, Pa. Manufacturer. Pres. Berkshire Knitting Mills; Lehigh Structural Steel Co.; Council of Wyomissing. Chmn. Bd. Penn Nat. Bank. Dir. Trust Co. Interested in community improvement and Nat. Parks.

†THURMAN, ELEANOR MARSHALL, Washington, D. C. Successively Asst. Sec., Sec., and Assoc. Sec. A. C. A. Past Editor *Civic Comment*.

*TIEFENTHALER, LEO, Milwaukee, Wis. Mem. local Fed. City Com., A. C. A. Sec. City Club.

TILLINGHAST, CARLTON W., Burlington, N. J. Field Sec., Reg. Planning Fed. for Phila. Tri-State Dist. Mem. Nat. Assn. of Commercial Organization Secs.; C. of C.

TILTON, L. DEMING, Santa Barbara, Cal. Mem. A. S. L. A.; Am. City Planning Inst.; Nat. Housing Assn.; Community Arts Assn.; Nat. Mun. League; Cal. Conf. on City Planning. As Director of Planning, Santa Barbara Co. Planning Commn., active in promotion of city and county planning and preservation of scenic and recreational assets of California.

TITCHE, EDWARD, Dallas, Tex. Manufacturer. Interested in Nat. Parks and City Plan.

§TOMPKINS, CHAS. H., Washington, D. C. Civil Engineer. Dir. Riggs Nat. Bank. Mem. A. S. C. E.; Am. Inst. of Banking; U. S. C. of C.; Bd. of T.; Mt. Pleasant Citizen's Assn.; Bd. of Mgrs. Y. M. C. A.; Bd. of Trustees Community Chest; Bd. of Dirs. Children's Hosp. Designer and builder of many civic and industrial buildings in Washington.

†TORRANCE, MRS. FRANCIS J., Sewickley, Pa. Mem. Civic Club, Allegheny Co.; Bd. Woods Run Settlement, Pittsburgh; Playground and Recreation Assn. Rendered important service through the establishment of the Manchester Ednl. Center and provision for a visiting teacher in Manchester Pub. Schs.

TRACY, JOHN M., Rochester, N. Y. Supt. of School Bldgs. and Grounds. Rendered distinguished service in administering school plants. Actively interested in city planning and community improvement.

*TRACY, PRATT, Toledo, O.

TRANTER, HENRY, Pittsburgh, Pa. Dir. C. of C.; Pres. South Hills and North Boroughs Highway Assn.; past Pres. West End Bd. of T.; Mem. Nat. Conf. on State Parks. Interested in highway improvement and conservation of forests.

TREMAN, ROBERT HENRY, Ithaca, N. Y. Banker. V. P. Ithaca Savs. Bank; Dir. Ithaca Trust Co. Chmn. N. Y. State Finger Lakes Park Commn.; Stewart Park Commn.; Landscape Development Cornell U. Mem. N. Y. State Council of Parks. Special interest: State park development.

*TREMBLY, WILLIAM, Kansas City, Kans.

*TRIMBLE, WILLIAM PITT, Seattle, Wash.

TROUT, MRS. GEORGE W., South Jacksonville, Fla. Chmn. City Planning Adv. Bd.; V. P. Woman's Club. Past Pres. and Hon. Mem. Fed. Circles of Garden Club. Mem. Fine Arts Assn.; Little Theatre; D. A. R.; Hon. Mem. Gen. Fed. of Women's Clubs; Ill. Women's Clubs; Chicago Woman's Club. Helped initiate movement for

study of city planning resulting in formation of city-planning Advisory Bd., and securing of City Planner. Awarded Civic Gold Medal by Am. Legion as "Most public-spirited citizen in Jacksonville for 1928."

TUCKER, EVAN H., Washington, D. C. Retired Merchant. Pres. Northeast Washington Citizens Assn. Mem. Exec. Com. D. C. Citizens' Reserve Assn.; Council of Social Advance; Social Hygiene Assn.; Soc. of Natives of D. C.; Citizens' Jt. Com. on Nat. Representation for D. C.; Com. on marking hist. sites in D. C. Rendered important service in securing legislation for important improvements, and through indefatigable service for the National Capital.

TUDOR, MRS. HENRY D., Boston and Cambridge, Mass. Pres. Women's Mun. League of Boston; V.P. Mass. Civic League. Mem. Exec. Com. Mass. Fed. of Women's Clubs. Actively interested in movement for reduction of smoke nuisance.

***TUESDALL, HENRY C.**, Toledo, O.

TURNBULL, MISS ETHEL, Larchmont Manor, N. Y. Interested in civic improvement.

TURNER, ALBERT M., Hartford, Conn. Field Sec. Conn. State Park and Forest Commn. Mem. Nat. Conf. on State Parks; Am Inst. Park Execs. Ed. Nat. State and Prov. Parks, *Parks and Recreation*. Active in movement for extension and development of State park systems.

***UPHAM, A. H.**, Oxford, O. University Professor. Pres. Miami U. Past Mem. faculty Agr. Coll. of Utah; Bryn Mawr. Past Pres. U. of Idaho. Mem. Modern Language Assn. of Am.

VAN DE CARR, MRS. B. A., Redlands, Cal. Gen. Sec. Assn. Charities. Mem. Community Music Asso.; Humane Soc.; Contemporary Club; Hort. Soc. Interested in street and garden improvement.

VANDERLIP, FRANK A., Scarborough-on-Hudson, N. Y., and Palos Verdes, Cal. Banker. Past Pres. and V.P. Nat. City Bank. Chmn. War Savings Com., by appointment Sec. of Treasury, 1917-18. Trustee Carnegie Found.; N. Y. U.; Mass. Inst. Tech. Mem. Exec. Com. N. Y. State C. of C.

***VAN PATTEN, A. E.**, Topeka, Kans.

VAN SCHAICK, JOHN, JR., Boston, Mass. Minister; Editor *Christian Leader*. Major and Dep. Commr. for Belgium, A. R. C., 1917-18. Representative for Netherlands, Rockefeller Found. War Relief Commn., 1915. Past Pres. D. C. Bd. of Edn. and Bd. of Public Charities. Interested in public welfare.

VAN SICLEN, G. S., Brooklyn, N. Y. Interested in civic improvement.

***VAN STONE, MRS. G. H.**, Santa Fe, N. M. Mem. Am. Sch. of Research and Museum of N. M.

VAN VOORHIS, MRS. H. N., Pittsburgh, Pa. Interested in community improvement.

VARS, ALEXANDER W., Plainfield, N. J. Rendered important service in the field of city engineering.

VAUGHAN, LEONARD H., Chicago, Ill. Merchant. Interested in civic improvement.

VEEDER, CURTIS H., Hartford, Conn. Inventor; Manufacturer. Park Commr. for Hartford. Mem. A. S. M. E.; A. A. A. S.; Am. Geog. Soc.; U. S. C. of C.; Franklin Inst.; Archæol. Inst. of Am.; Am. Forestry Assn.; Children's Museum.

VER NOOY, MRS. C. A., Athens, Ga. Chmn. Better Homes and May Day Coms. Interested and active in unified county-wide program for community improvement.

VERRILL, H. M., Portland, Me. Lawyer. Chmn. Bd. of Dirs. Cumberland Co. Power and Light Co.; Trustee Gen. Hosp. Mem. Me., N. Y. Cumberland Co. and Am. Bar Assns. Interested in community advance.

***VICKREY, A. O.**, Los Angeles, Cal.

VINCENT, FRED C., Kansas City, Mo. Rendered important service in promotion of civic art as official of Nelson Art Gallery.

***VITALE, FERRUCCIO, F. A. S. L. A.**, New York City. Landscape Architect. Mem. Mun. Art Soc.; Bd. of Designers for Chicago World's Fair, 1933; Hon. Mem. A. I. A.; Archtcl. League; Mayor's Com. on Plan Survey, City of New York; Apptd. Mem. Nat. Commn. of Fine Arts, 1927-31; Trustee Am. Acad. Rome. Interested in architectural advance.

VOGEL, AUGUST H., Milwaukee, Wis. Manufacturer. Mem. Bd. of Dirs. Fed. Reserve Bank, Chicago, Ill.; Pres. Savings and Investment Assn.; Milwaukee U. Sch. V.P. Milwaukee Downer Coll. Trustee Milwaukee Citizens Bur. of Mun. Efficiency.

WADSWORTH, C. S., Middletown, Conn. Interested in community improvement.

WAGNER, HUGH K., St. Louis, Mo. Pres. Greater St. Louis Conf.; past Pres. Million Population Club; past Mem. Bd. of Freeholders for extension of boundaries of St. Louis City. Mem. C. of C.; Sch. Tax Campaign Com.

WAGNER, H. S., Akron, O. Dir.-Sec. Metrop. Park Dist. Mem. Nat. Conf. on City Planning; Nat. Conf. on State Parks; Nat. Parks Assn.; Playground and Recreation Assn.; Am. Inst. Park Execs. Actively interested in city planning and park development.

***WALKER, BRYANT**, Detroit, Mich. Lawyer. Past Pres. Mich. Acad. Sci.; Acad. Nat. Sci. Trustee Harper Hosp.; Wayne Co. Libr. Commn.; City Plan Commn., Detroit, 1922-27.

WALKER, C. HOWARD, F. A. I. A., Boston, Mass. Architect. Nat. Inst. of Arts and Letters. Mem. Am. Soc. of Arts

and Sci.; Asso. Nat. Acad.; Soc. of Archts.; Copley Soc.; Fine Arts Commn. appointed by Pres. Roosevelt, 1909. Winner A. I. A. Gold Medal for special service. Rendering important service through lectures and articles in the promotion of architecture and fine arts.

*WALKER, FRANCIS R., F. A. I. A., Cleveland, O. Architect. Trustee Nat. Hist. Mus.; Engrg. Soc.; Coll. of Archt. Western Reserve U. Mem. (and past Dir.) C. of C.; local chapt. A. I. A. (past Pres.); City Plan Commn.; City Plan Com., C. of C.; Community Fund; Sch. of Art; Adv. Staff, Mass. Inst. Tech.

WALKER, WILLIAM E., Chicago, Ill. Interested in Nat. Parks.

WALKER, WILLIAM H., South Bend, Ind. Sec. Am. Park Soc. and Am. Inst. Park Execs. Supt. of Parks. Interested in park extension.

*WALLACE, TOM, Louisville, Ky. Editor *Louisville Times*. Hon. V.P. Am. Forestry Assn. Past Pres. Exec. Com. Southern Forestry Congr. One of founders Ohio Valley Reg. Conf. on State Parks. Bd. of Dirs. Nat. Conf. on Outdoor Recreation; Exec. Com. Mammoth Cave Nat. Park Assn. Mem. Nat. Conf. on State Parks; Nat. Life Conserv. Soc. Izaak Walton League; Game Protective Assn. Conducted campaign through press and platform to save Cumberland Falls. Organized drive to place new State Capitol on better site. Aided restoration of State Forestry in Kentucky. Advocate of protection and restoration of wild life, roadside improvement, and park development.

WALLIS, FRANK J., Harrisburg, Pa. Coal Merchant. Dir. C. of C.; Y. M. C. A.; Polyclinic Hosp. Pres. Social Serv. Exchange; Treas. Safety Council. Mem. Exec. Com. Welfare Fed. Elder Christ Luth. Church.

*WALLIS, ROLLAND S., Philadelphia, Pa. Field Secretary and Research Engineer Reg. Planning Fed., Phila. Tri-State Dist. Formerly Mun. Engr., Engrg. Extension Dept. Iowa State Coll. City Mgr. Manistique, Mich.; Ed. *Public Management*; mun. consultant Kans. League of Municipalities. Participated actively in movements for country, city and regional planning.

WALTER, PAUL A. F., Santa Fe, N. M. Dir. C. of C.; Treas. A. R. C.; Archæol. Inst. Trustee Archæol. Inst. of Am.; Pres. N. M. Hist. Soc.; V. Dir. Museum of N. M. and Sch. of Am. Research.

WARBURG, FELIX M., New York City. Banker. Dir. Bond and Mortg. Guar. Co.; Internat. Acceptance Bank. Chmn. Fed. for Support of Jewish Philanthropic Soos.; V.P. N. Y. Found.; Charity Orgn. Soc. Interested in public welfare.

*WARBURG, PAUL MORITZ, New York City. Banker. Chmn. Internat. Acceptance Bank. Dir. B. & O. R. R.;

Western Un. Tel. Co.; Nat. Employment Exch. Trustee Nat. Child Labor Com.; Inst. Econ., Washington, D. C. Interested in public welfare.

*WARBURTON, MRS. BARCLAY, Philadelphia, Pa.

WARD, MISS ANITA S., Boston, Mass. Interested in community improvement and conservation of forests.

WARD, CHARLES W., Brookline, Mass. Interested in conservation.

WARD, MISS FLORENCE ELIZABETH, Alexandria, Va. In charge of Extension Work, Eastern States, U. S. Dept. Agr. Mem. C. of C.; Women's City Club. Past Mem. Zoning Commn., Arlington Co., Va.; Mem. A. A. U. W.; Arts Club; League of Am. Pen Women. Asso. Ed. Am. Home Economic Assn.; Chmn. Bureau of Rural Life, Zonta Club, C. of C. Interested in city planning, zoning, and the development of public parks and highways.

WARD, HENRY B., Urbana, Ill. Zoölogist. Prof. Zoölogy U. of Illinois. Associated in Biol. Survey of Great Lakes. Asso. Ed. *American Naturalist*. As Nat. Pres. of the Izaak Walton League actively interested in the elimination of stream-pollution and conservation of natural resources. Trustee Nat. Parks Assn. Advocate of protection and utilization of Federal lands.

*WARD, OSSIAN P., Louisville, Ky. Director Public Forum. Mem. Art Assn.

*WARDEN, CHARLES G., Washington, D. C. Mem. Georgetown Citizens' Assn.; Bd. of T. Keenly interested in movement for development of more parks in and around Washington. Served on Bd. of T. and Georgetown Citizen's Assn. Coms. on Parks.

WARDEN, W. G., Philadelphia, Pa. Interested in civic improvement.

WARING, MALCOLM F., Decatur, Ill. Landscape Architect; City Planner. Specially interested in movement for National and State Lincoln Memorial at Springfield, Ill., and connected with activities for a Decatur city and regional plan.

*WARNER, ERNEST NOBLE, Madison, Wis. Lawyer. Pres. Madison Park and Pleasure Drive Assn. since 1912; Wis. Country Life Conf. Assn. Dir. Friends of our Native Landscape. Mem. City Planning Commn. Promoted movements for development of parks, drives, playgrounds, and other recreational facilities; zoning of Madison; and improvement of rural living conditions. Chmn. local Fed. City Com., A. C. A.

WARREN, EDWARD R., Boston, Mass. Interested in civic improvement.

WARREN, GEORGE C., Brookline, Mass. Mem. Am. Road Bldg. Assn.; A. S. C. E.; Am. Soc. for Mun. Impr.; Mass. Highway Assn.; Nat. Planning Assn. Special interest: roadside improvement.

*WARREN, WILLIAM T., Birmingham, Ala. Mem. C. of C. Asso. Mem. Real Estate

Bd.; Bd. of Dirs. Little Theater; Com. for Annual Community Chest Drive. Past Pres. Ala. Chapt. A. I. A. Rendered important service in promotion of civic architectural beauty, and actively interested in Civic Center group of public buildings.

*WARTHIN, A. S., Ann Arbor, Mich. Pathologist. Prof. and Dir. Pathol. Lab., Med. Dept., U. of Mich. Past Pres. Internat. Assn. Med. Museums. Mem. Internat. Hist. Soc.; Mich. Social Hygiene Assn.

*WARTHIN, Mrs. A. S., Ann Arbor, Mich.

WATCHORN, ROBERT, Oklahoma City, Okla. Interested in community improvement.

*WATERHOUSE, MRS. L., San Jose, Cal.

WATRES, LOUIS A., Scranton, Pa. Lawyer; Banker. Chmn. Bd., Scranton Lackawanna Trust Co. Pres. Rep. Pub. Co. Mem. C. of C. Dir. Exec. Com. 1st Nat. Bank. Rendered important service in community advance for Scranton.

WATRES, MRS. L. A., Scranton, Pa. Mem. Nat. Soc. of N. E. Women; Daughters of Founders and Patriots of Am.; Col. Dames of Am.; Col. Govs. Soc.; Daughters of 1812 Nat. Soc.; Nat. Soc. of Magna Charta Dames; Huguenot Soc. of Pa.; Century Club; Audubon Soc.; C. of C. Life Mem. Scranton Bird Club; Hist. Soc. of Lackawanna Co., Wyoming and Pa.; Hon. Mem. College Club.

WATROUS, GEORGE D., New Haven, Conn. University Professor. Former Instr. and Prof. of Law, Yale Sch. of Law. Pres. State Bar Assn. Mem. Am. Bar Assn.; Am. Hist. Assn.; Am. Forestry Assn.; Am. Social Sci. Assn.; Am. Acad. Polit. and Social Sci.; Bd. Trustees Sheffield Sci. Sch., Yale U. Special interests: city government and city planning.

†WATROUS, RICHARD B., Providence, R. I. Gen. Sec. C. of C.; Sec. Civic Impr. and Park Assn. Mngng. Dir. *Providence Magazine*. Past Sec. A. C. A. (1909-17). Lecturer and contributor of articles on city and regional planning.

†WATSON, MRS. JAMES S., Rochester, N. Y. Interested in civic improvement.

WAUGH, FRANK A., Amherst, Mass. University Professor. Mem. faculty Mass. Agricultural Coll.; Am. Country Life Assn. Past Mem. Exec. Bd. A. C. A. Active in movements for improvement of rural living conditions, billboard restriction in Mass., extension of State parks, and in recreational uses of Nat. forests.

WEAK, C. H., Meadowbrook, Pa. Mem. Am. Rose Soc. Interested in the planting of gardens and community improvement.

WEAVER, JOHN L., Washington, D. C. Realtor. Past Pres. Nat. Assn. Real Estate Bds. Mem. Bd. of T.; C. of C.; Rotary Club; City Club.

*WEAVER, RUDOLPH, Gainesville, Fla. Architect.

WEBB, S. GEORGE, Newport, R. I. Mem. C. of C. 1st V.P. Service Soc.; initiated movement for the building of Union Station for Newark, N. J. Rendered important service in organizing, planning and zoning boards in Newport Co. Now formulating plan for regional board to consolidate municipal planning boards. As Public Relations Mgr. closely allied with all civic movements for community improvement.

*WEBSTER, BEN T., Washington, D. C. Sec. and Dir. Bd. of T.

*WEGEFORTH, H. M., San Diego, Cal. Pres. Zoöl. Soc. Mem. C. of C. Instrumental in organizing and developing Zoöl. Soc. Interested in city planning.

WEISBERG, ALEX. F., Dallas, Tex. Chmn. City Plan Commn.; Citizen's Com. on Supervision of Expenditures. Interested in city planning and municipal improvement.

§†WELLS, CECIL, Chevy Chase, Md. U. S. N., Ret. Actively interested in development of Federal City and environs.

WELLS, MRS. L. A., Amarillo, Tex. Pres. Am. Garden Club. Mem. Legisl. Com., Palo Duro Park Assn.; Am. Forestry Assn.; Bd. of Dirs., Texas Fed. of Women's Clubs; Art Assn.; State Parks Assn. Actively interested in development of Amarillo, State parks and roadside improvement.

WENTWORTH, PHILIP, Providence, R. I. Interested in community improvement.

WESTON, MRS. CHARLES S., Scranton, Pa. Mem. C. of C.; Tree Commn. Participated in movement for establishment of Tree Commn. and care of city trees.

*WETHERILL, FRANK E., Des Moines, Ia.

†WETHERILL, SAMUEL P., JR., Philadelphia, Pa. Pres. Reg. Planning Fed., Phila. Tri-State Dist.; Art Alliance; Penn Club. Dir. Community Health and Civic Assn., Ardmore, Pa.; V. Chmn. Commn. on City Planning. Mem. Bd. of Dirs., C. of C.; Hancock Co. (Maine) Trustees of Pub. Reservations; Bd. of Govs. Phila. Forum; Am. Acad. Polit. and Social Sci.; Am. Assn. for Labor Legisl. Trustee Fairmount Park Art Assn.; Phila. Coll. of Pharmacy and Sci. Actively interested in movements for city and regional planning, and park development.

*WHEAT, L. P., JR., Washington, D. C. Architect. Keenly interested in movement for better architecture for Federal City.

WHEELER, MISS MARY J., Washington, D. C. Interested in civic improvement.

WHEELER, MRS. W. MORTON, Boston, Mass. Dir. Boston City Fed. Women's Clubs. Pres. Repub. City Com. (Women's Div.). Mem. Bd. of Dirs. Repub. Club of Mass.; Mass. and Boston League of Women Voters.

*WHEELOCK, HARRY B., F. A. I. A., Chicago, Ill. Architect. Past Pres. Archts. Bus. Assn.; Mem. local chapt.

A. I. A. Interested in architectural advance.

WHEELWRIGHT, ROBERT, Philadelphia, Pa. Landscape Architect. Prof. Landscape Archt., U. of Pa. A founder and former editor *Landscape Architecture* magazine. Member A. S. L. A. Town planner during war for army camps. Interested in landscape architecture and city planning.

*WHITCOMB, DAVID, Seattle, Wash. Builder. Pres. Arcade Bldg. and Realty Co. Trustee Pacific Steamship Co.; Rainier Nat. Park Co. Exec. Sec. U. S. Fuel Administration, 1918-19; past Pres. C. of C. Interested in real estate development.

WHITE, MRS. ANDREW D., Ithaca, N. Y. Interested in community advance.

WHITE, MRS. EVA WHITING, Boston, Mass. Prof. of Social Economy, Simmons Coll. Pres. Women's Ednl. and Industrial Union. Head worker Elizabeth Peabody Home. Mem. 20th Century Club; Mass. Civic League; Playground and Recreation Assn. Keenly interested in civic improvement.

*WHITE, GEORGE W., Washington, D. C. Banker. Pres. Nat. Metrop. Bank. Treas. A. C. A.; Am. Peace Soc. Mem. Peace Soc.; Emergency Hosp. Bd.; City Club. Keenly interested in the movement for preserving residential sections from encroachment by business districts.

*WHITE, MRS. HENRY, Washington, D. C. Interested in community improvement.

WHITE, W. PIERPONT, Utica, N. Y. Mem. Mohawk Valley Towns Assn.; Valley Hist. Assn.; Oneida Hist. Soc.; Sec. Oneida Co. League for Good Roads. Aided movement for Nat. Military Park commemorating Oriskany Battlefield and the restoration of 92 battle-fields in N. Y. State.

*WHITNALL, C. B., Milwaukee, Wis. Mem. Milwaukee Co. Park Commn. and Rural Planning Bd. Active in movements for regional planning, zoning, and park extension. Promoted important campaigns for civic improvement and as Sec. of City Public Land Commn. stimulated co-operation between city and county.

*WHITNALL, G. GORDON, Los Angeles, Cal. City Planner. Dir. Mgr. Bd. City Planning Commn. Active in movements for city planning of Los Angeles and L. A. county region.

WHITEY, MRS. CASPAR, New York City. Dir. N. Y. League of Women Voters; Woman's City Club; Research Bur., Westchester Co.; Govs. Arbitration Com. Cloak and Suit Industry.

*WHITEY, CLARENCE, Berkeley, Cal.

WHITTEN, ROBERT, New York City. City Planner. Consultant on planning studies for Regional Plan of N. Y. and Its Environs; Dir. of Research, Harvard Sch. of City Planning; past Sec. on City Plan and Zoning Commn.; past Consultant City Planning Commn., Cleveland, O.; Pres. Am. City Planning Inst. Mem. Am. Econ. Assn.; Nat. Mun. League; Nat. Conf. on City Planning; British Town Planning Inst. Responsible for numerous surveys. Author "Economics of Land Subdivision," and other important reports.

WHITTEN, MRS. ROBERT, Brooklyn, N. Y. Interested in community improvement.

WICKE, MISS LOUISE, New York City. Mem. Am. Roads Soc.; Internat. Garden Club, Pelham, N. Y. Special interest: development of gardens.

WIDENER, JOSEPH E., Philadelphia, Pa. Capitalist. Owner of notable art collection. Interested in the advancement and appreciation of art.

WIGHT, MRS. HENRY, Sanford, Fla. Mem. Garden Club. Interested in garden development.

WILBER, CHARLES PARKER, Trenton, N. J. State Forester, N. J. Dept. Conservation and Development (in charge State Forests and Parks). Pres. Assn. of State Foresters. Mem. Adv. Research Council, Allegheny Forest Expt. Station (U. S. Forest Service).

WILCOX, EDWIN A., San Jose, Cal. Interested in community improvement.

*WILCOX, WALTER D., Washington, D. C. Author. Past Sec. Am. Alpine Club. Hon. Mem. Alpine Club of Canada. Mem. Royal Geog. Soc. Interested in Nat. Parks and outdoor recreation.

*WILD, MRS. H. D., Beaver Falls, Pa.

WILDER, G. W., East Rindge, N. H. Interested in civic improvement.

WILDER, MISS HELEN A., Germantown, Pa. Keenly interested in roadside improvement and movement for proper disposal of tin cans and other non-combustible rubbish now disfiguring beauty-spots.

*WILEY, LOUIS, New York City. Newspaper Manager. Business Mgr. *New York Times*. V.P. 42d St. Property Owners and Mchts. Assn.; Lafayette Memorial. Mem. Bd. of Dirs. Fed. Gen. Relief Com., Inc.; Soc. of the Genesee; Mun. Art Soc.; Exec. Com. League of Nations Non-partisan Assn.

*WILGUS, HORACE, Ann Arbor, Mich. University Professor. Prof. of Law, U. of Mich. Mem. Internat. Law Assn.; Am. Assn.; Polit. Sci. Commercial Law League of Am.

*WILGUS, MRS. HORACE, Ann Arbor, Mich.

*WILKINSON, H. B., Phoenix, Ariz.

WILL, LOUIS, Syracuse, N. Y. Past Mayor. Founder and Dir. The Will & Baumer Co. Dir. City Bank Trust Co.; Wilson & Greene Lumber Co. Interested in city planning and improved traffic plans.

*WILLARD, ERNEST C., Portland, Ore. Past Pres. Bd. of Govs. City Club. Mem. Bd. of Dirs. C. of C. Identified with all progressive movements. Rendering important service through committee work of City Club.

WILLETS, ELMORE A., Belmont, N. Y. Mem. Nat. Inst. of Social Sci. Interested in civic improvement.

WILLIAMS, MRS. CARROLL R., Philadelphia, Pa. Life and Bd. Mem. Art Alliance. Mem. Phila. Water Color Club; Mus. and Sch. of Industrial Art; Civic Assn.; Am. Fed. of Arts; and many other organizations connected with fine arts.

WILLIAMS, F. A., Denver, Colo. Interested in civic improvements, especially elimination of billboards.

WILLIAMS, FRANK BACKUS, New York City. City Planning Lawyer. Mem. Bd. of Dirs. Nat. Conf. on City Planning; Internat. Fed. of Housing and Town Planning; Bd. of Trustees City Club; Mun. Art Soc. Past Asso. Dir. Legal Dept., Regional Plan of N. Y. and Its Environs. Treas. Planning Foundation of Am. Contributing Ed. *City Planning Quarterly*. Past City Planning Ed. *National Municipal Review*. Author "The Law of City Planning and Zoning" and numerous articles on city planning.

*WILLIAMS, G. CRIFT, Columbia, S. C.

WILLIAMS, JOHN D., Brookline, Mass. Interested in civic improvement.

*WILLIAMS, LLOYD, Toledo, O. Chmn. City Plan Commn. Mem. Lucas Co. Plan Commn. Interested in general city planning.

*WILLIAMSON, THOMAS, Topeka, Kans.

*WILSON, CHARLES C., Columbia, S. C.

*WILSON, ED. P., Kansas City, Kans.

*WILSON, MRS. FRANCIS C., Santa Fe, N. M.

WILSON, JAMES, Paterson, N. J. Rendered important service to civic improvement as Pres. C. of C.

WILSON, RAY W., Kansas City, Mo. Mem. C. of C.; Gov. Research Assn.; Nat. Assn. of Civic Secs.; Nat. Mun. League; Nat. Fire Protection Assn.; Mo. Commercial Secs. Assn.; Internat. City Manager's Assn. Sec. City-Wide Traffic Com. Actively interested in traffic problems and community welfare.

*WING, CHARLES B., Palo Alto, Cal. Civil Engineer. Prof. Emeritus Structural Engng., Stanford U. Mem. Council "Save-the-Redwoods" League and Sempervirens Club; Commonwealth Club of San Francisco; Nat. Economic League. Exec. Officer Cal. State Park Commn. During 22 years service as mem. City Council, participated in acquisition of publicly owned water-supply and sewerage plant, lighting and garbage destruction plant, community house, hospital, and park system. As Exec. Officer of State Park Commn., active in acquisition of State park areas.

WINSOR, FREDERICK, Concord, Mass. Educator. Headmaster, Middlesex School. Organizer Country Sch. for Boys, Baltimore.

WINSOR, MRS. JAMES D., JR., Ardmore, Pa. Mem. Civic Club; Pa. Hort. Soc.

*WINSTON, G. OWEN, New York City. Interested in civic improvement.

*WIRTH, THEODORE, Minneapolis, Minn. Superintendent of Parks and Administrator of City Park System (an outstanding example of city parkways). Mem. Bd. of Park Commlrs.; Civic and Commerce Club; Twin City Florists Club; Nat. Conf. on State Parks; Engrs. Club; Am. Forestry Assn.; State Hist. Soc.; Am. Inst. of Park Execs.

*WISCHMEYER, HERMANN, Louisville, Ky. Chmn. local Fed. City Com. A. C. A.

*WISEMAN, D. E., Berkeley, Cal.

†WISTER, JOHN C., Germantown, Pa. Pres. Am. Iris Soc.; Sec. Pa. Hist. Assn.

†WITTER, ISAAC P., Grand Rapids, Wis.

*WOLF, MRS. C. A., Topeka, Kans.

WOOD, CHARLES, Washington, D. C. Minister; Author. Pastor Church of the Covenant since 1908. Specialty interested in a more beautiful Fed. City.

§WOOD, EDWARD A., Dallas, Tex. Consulting Engineer. City Planner, Corpus Christi, Tex. Mem. C. of C.; Kessler Plan Assn.; A. S. C. E.; Am. Inst. City Planning; Nat. Conf. on City Planning; Am. Soc. Mun. Engrs.; Playground and Recreation Assn. of Am.; Tech. Club of Dallas. Cons. Engr. to City Plan Commn. Participated actively in movements for city planning, zoning, parks and parkways, and civic center.

Wood, Mrs. GEORGE E., Bethesda, Md. Interested in community improvement.

WOOD, HOWARD, JR., Conshohocken, Pa. Interested in community improvement.

WOOD, SPENCER, Washington, D. C. U. S. N. Retd. 2d V.P. Georgetown Citizens' Assn.; Chmn. Public Utilities Com.; Archts. Com. Mem. Bd. of T., Jamestown, R. I.

*WOOD, WADDY B., F. A. I. A., Washington, D. C. Architect. Past Pres. Wash. Chapt. A. I. A. Consulting Archt. for Southern Railway Co.; Construction Div., War Dept., U. S. Army. Pres. Albemarle Investment Co.

*WOODBURY, MRS. JOHN L., Louisville, Ky. Sec. Jefferson Davis Memorial Commn. (in charge of monument and park, Fairview, Ky.). Chmn. Jefferson Davis Nat. Highway, sponsored by United Daughters of the Confederacy. Pres. Soc. for Mental Hygiene. Special interests: roadside improvement and public health.

*WOODHOUSE, HENRY, New York City. Author. Founder and Pub. of important aeronautical magazines. Founder Am. Soc. Aeronautic Engrs., combined with Soc. Automotive Engrs. V.P. Aerial League of Am. Gov. and Trustee Nat. Inst. Efficiency. Mem. Soc. Automotive Engrs.; Franklin Inst.; A. A. A. S. Rendered important service as aeronautic expert.

†WOODRUFF, CLINTON ROGERS, Philadelphia, Pa. Lawyer. Chmn. Joint Com. on Electoral Reform in Pa.; Com.

for Active Citizenship. Hon. Sec. Nat. Mun. League (Sec., 1894-1920); Chmn. Civ. Serv. Comm., 1920-24; Spec. Asst. City Solicitor; past V.P., Sec., and Treas. A. C. A.; Chmn. Bldg. Com., Free Libr.; Pres. Am. Park and Outdoor Art Assn. which, consolidated with Am. League for Civic Improvement, became the American Civic Association. Active in plans for first monumental building on Phila. parkway. Rendered distinguished service in promotion of civic improvement from its earliest inception.

WOODWARD, ERNEST L., LeRoy, N. Y. Interested in civic improvement.

WOODWARD, GEORGE, Philadelphia, Pa. Physician; Pa. State Senator. Pres. Children's Aid Soc.; Trustee Chestnut Hill Acad. Past Mem. Bd. of Health. Mem. Penn. Relief Commn. Rendered important service in cause of housing and promotion of municipal theatre project.

WOODWARD, MRS. GEORGE, Philadelphia, Pa. Chmn. Chestnut Hill Community Center; Hon. V.P. Civic Club.

WOODWARD, MRS. JOSIAH N., Nashua, N. H. Past Pres. N. H. Fed. of Women's Clubs; Adviser, Div. of Community Serv.; Hon. V.P. N. H. Audubon Soc. Mem. Soc. for the Protection of N. H. Forests; Highway Reservations Com. of 100; Am. Forestry Assn. Active in campaign for acquisition of Franconia Notch State Park. Actively interested in civic progress.

WOODWORTH, F. I., Northfield, O. Sec. Planning Commn. Interested in city planning.

*WORTH, HOWARD F., San Diego, Cal. Interested in city planning.

†WOZENCRAFT, FRANK W., Dallas, Tex. Former Mayor of Dallas.

§WRIGHT, HENRY C., New York City. Sociologist. Past Sec. City Club; past Investigator, Russell Sage Found.; 1st Dept. Commr., Dept. Pub. Charities; Trustee United Hosp. Fund. Mem. Nat. Conf. on City Planning; Nat. Conf. Social Work; Nat. Home Econ. Assn.

§WRIGHT, RICHARDSON L., New York City. Author. Editor *House and Garden*. Past special correspondent *New York World*; *Chicago Daily News*; and *London Daily Express* in Siberia and Manchuria. Past Literary Critic *New York Times*.

WRZESEIN, WACLAW, Warsaw, Poland. Civil Engineer. Formerly Asst. Engr. Roland Park Co., Baltimore, Md., and engaged in development of Roland Park-Guilford-Homeland Dist. Special interests: subdivision development, city planning, and housing.

WYMAN, PHELPS, F. A. S. L. A., Milwaukee, Wis. Landscape Architect. Fellow Inst. of Park Execs. Mem. City Planning Com., City Club; City Planning Com., Real Estate Bd.; Chicago Reg. Planning Assn.; City Planning Inst. Editor Dept. L. A.

Design and Art, Parks and Recreation. Made numerous park plans in Middle West. Reported on Theodore Roosevelt Memorial Park, N. D. Participated in movement for flexible condemnation and assessment law for city planning in Milwaukee.

*YARD, ROBERT STERLING, Washington, D. C. Author of books and articles on Federal land subjects. Exec. Sec. Nat. Parks Assn. Active in the promotion of Nat. Parks and roadside improvement. YARDLEY, MRS. FARNHAM, West Orange, N. J. Active in civic improvement work in New Jersey. Interested in Nat. Parks.

YATES, MRS. MARK REID, Washington, D. C. Interested in community improvement.

YEATMAN, MRS. POPE, Philadelphia, Pa. Pres. Charlotte Cushman Club; Sch. of Occupational Therapy. V.P. Pa. Birth Control League. Mem. Civic Club. Women's City Club; Art Alliance; Women's Democratic Club. Interested in civic education and housing.

*YOUNG, C. L., Bismarck, N. D. City Attorney. Chmn. local Fed. City Com. A. C. A.; past Chmn. Zoning Com. Mem. and past Pres. Assn. of Commerce. Special interests: zoning, park development, and roadside improvement.

*YOUNG, ROBERT H., Washington, D. C. Patent Attorney. Spec. Asst. to U. S. Atty.-Gen. Mem. Bd. of T.; Mt. Pleasant Citizens Assn.

ZANTZINGER, C. C., Philadelphia, Pa. Mem. Tech. Adv. Com. Reg. Planning Fed. of Phila. Tri-State Dist.; Bd. of Mgrs. City Park Assn.; Awbury Arboretum; Founders' Com.; Bd. of Archtl. Consultants to Sec. of the Treas.; Phila. Commn.; Fairmount Park Art Assn.

ZIMMERMAN, T. ALBERT, Mt. Vernon, N. Y. Mem. Bd. of Dirs., Westchester Co. Civic Assn.; Bd. of Dirs. Mt. Vernon Council Civic Assns.; V.P. Kingsbridge Garden Civic Assn.; Chmn. Zoning Revision Commn.

†ZOBEL, FREDERICK C., New York City. Architect. Past Sec. Soc. of Archts.; Conf. to Promote Commerce of Port of N. Y. Mem. Nat. Conf. on City Planning; Metrop. Mus. Art; Park Assn.; Com. on Bldg. Conditions; Bd. of Dirs. Bldg. Industries. Interested in Nat. Parks, community playgrounds, highway and traffic problems, and garden cities.

ZUG, GEORGE B. Hanover, N. H. University Professor. Mem. faculty Dartmouth Coll. Conducting course on city planning at Dartmouth Coll. to instill the growing generation with an intelligent understanding of city planning. Mem. Nat. Conf. on City Planning; Planning Div., A. S. C. E.

Subscribing Organizations

California

SANTA BARBARA COUNTY PLANNING COMMISSION

Pres. John D. Wright.

Sec. L. Deming Tilton.

Year's Accomplishments: County zoning ordinances adopted; protection of residential districts against oil-drilling, survey of county highways, parks, and beaches.

SIERRA CLUB OF SAN FRANCISCO

Pres. Duncan McDuffie.

Sec. Wm. E. Colby.

Publication: "Sierra Club Bulletin," Francis P. Farquhar, Editor.

A series of lectures was carried on through the Committee on Education and Entertainment (San Francisco Bay Chapter). A Survey of Animal Problems in National Parks was made at the invitation of the Director of the National Park Service.

THE OUTDOOR ART LEAGUE, SAN JOSÉ

Sec. Maude C. Dary.

Colorado

ART COMMISSION, CITY AND COUNTY OF DENVER

Officials: Irving C. McCrary.

Cyrus Boutwell.

Fred C. Mountjoy.

PUBLICITY DEPARTMENT, CITY AND COUNTY OF DENVER

Publication: "Municipal Facts," Edith Sampson, Editor.

CHAMBER OF COMMERCE, DURANGO

Pres. Ray T. Sechrist.

Sec. Richard T. Nelson.

Connecticut

COMMISSION ON THE CITY PLAN, HARTFORD

Pres. Nelson C. Taintor.

Sec. Roscoe N. Clark.

STATE FOREST AND PARK COMMISSION, HARTFORD

Field Sec. Albert M. Turner.

Year's Accomplishment: Considerable acreage added to State Parks and Forests.

THE EDGEWOOD CIVIC ASSOCIATION, NEW HAVEN

District of Columbia

MONTGOMERY STACAMORE ISLAND CLUB, WASHINGTON

Pres. E. C. Wilcox.

Sec. Rodger D. Gessford.

SHANNON AND LUCHS, WASHINGTON, REALTORS

Delaware

WILMINGTON BOARD OF PARK COMMISSIONERS, WILMINGTON

Pres. Edgar L. Haynes.

Sec. Edward R. Mack.

Year's Accomplishments: Promotion of Regional Plan studies in Delaware, particularly regional parks; extension and improvement of parks.

Hawaii

THE HONOLULU OUTDOOR CIRCLE, HONOLULU

Illinois

CIVIC LEAGUE OF BARRINGTON

Pres. H. C. Calkins.

Sec. Mrs. Harry Brandt.

Civic Center planned in connection with Town Plan by Jacob L. Crane, Jr.

EDISON HORTICULTURAL LEAGUE, CHICAGO

Chmn. O. V. Morgan.

Sec. Flora M. Frazier.

The League acts as a garden club for employees of the Edison Co., and assists them in the development of their home gardens.

NATIONAL ASSOCIATION OF REAL ESTATE BOARDS, CHICAGO

Pres. Leonard P. Reaume.

Sec. Herbert U. Nelson.

Publication: "News Service."

CHICAGO REGIONAL PLANNING ASSOCIATION

Pres. D. H. Burnham.

Sec. Robert Kingery.

Year's Accomplishments: See page 113 of this volume.

LEGISLATIVE REFERENCE BUREAU OF ILLINOIS, SPRINGFIELD

Sec. DeWitt Billman.

Libr. Gladys H. Peterson.

ILLINOIS MUNICIPAL LEAGUE, URBANA

Pres. Charles H. Bartlett (Mayor of Evanston).

Sec. A. D. McLarty.

Year's Accomplishments: Gradual increase in the number of well-governed communities in Illinois.

Indiana

CITY PLAN COMMISSION, EVANSVILLE

Pres. Henry M. Dickman.

Sec. Edgar J. Mutschler.

Exec. Sec. R. W. Blanchard.

Year's Accomplishments: Revision of house-numbering system and street names; installation of complete set of modern street-name signs; publication of report on Transportation System.

FT. WAYNE CHAMBER OF COMMERCE, FT. WAYNE

DEPARTMENT OF CONSERVATION, INDIANAPOLIS

Chmn. Stanley Coulter.

Dir. Richard Lieber.

Year's Accomplishments: Continuation and extension of field and laboratory work through the medium of six divisions under the Department.

Iowa

CITY PLAN COMMISSION, DES MOINES

Chmn. James B. Weaver.

Sec. Mrs. Edyth Howard.

Maintains seven subcommittees.

Year's Accomplishments: Adoption of Comprehensive Plan; work begun on two major parks and two playgrounds; study made of new Civic Center arrangement.

Kansas

BUREAU OF GOVERNMENT RESEARCH AND SERVICE, UNIVERSITY OF KANSAS, LAWRENCE

Kentucky

WOMAN'S CITY CLUB, LOUISVILLE

Pres. Mrs. John D. Pilcher.

Rec. Sec. Mrs. Edwin D. Wood.

Cor. Sec. Mrs. James E. Fahey.

Publication: "Bulletin."

Louisiana

CITY PLANNING AND ZONING COMMISSION, NEW ORLEANS

Chmn. Charles A. Favrot.

Sec. Anne Robertson.

Year's Accomplishments: Progress on City Plan Surveys; Zoning Ordinance, Recreation and Boulevard Plan, Transit Plans completed; other surveys now under consideration.

Maine

PORTLAND SOCIETY OF ART

Maryland

DEPARTMENT OF LEGISLATIVE REFERENCE, BALTIMORE

Exec. Horace E. Flack.

ROLAND PARK COMPANY, BALTIMORE

Pres. Edward H. Bouton.

Year's Accomplishments: Acquisition of 526 acres of land to be developed along the highest line of residential development.

Publication: "Roland Park Co.'s Magazine," Warren Wilmer Brown, Editor.

ROLAND PARK CIVIC LEAGUE, BALTIMORE

Pres. Friend K. Wells.

Sec. R. Brooke Maxwell.

WOMEN'S CIVIC LEAGUE, BALTIMORE

Pres. Mrs. Page Edmunds.

Sec. Mrs. Alison H. Shaw.

Maintains Committees on Health and Sanitation, Home Gardens, Smoke Abatement, and Zoning.

Year's Accomplishments: Organized Junior Groups throughout the city; Health Campaign among white and colored population; committees among the colored similar to Civic League groups; 3,002 backyard gardens competed in garden contest; citizenship lectures conducted by the League to a number of outside groups; promotion of a Zoning Ordinance. See also page 257 of this volume.

Publication: "Civic League News."

HAGERSTOWN CIVIC LEAGUE, HAGERSTOWN

Pres. Mrs. James Findley.

Sec. Mrs. E. E. Bradley.

Year's Accomplishments: Established town forest; lectured on "Police Woman for Hagerstown," Better Movies; arranged for milk-supply in all schools.

MARYLAND NATIONAL CAPITAL PARK AND PLANNING COMMISSION, SILVER SPRING

Chmn. Irvin Owings.

Sec. Thomas Hampton.

Chief Engr.: Irving C. Root.

Year's Accomplishments: Preliminary Master Plan, Maryland-Washington Metro-

politan District; zoning administration and subdivision control; detailed park designs, Rock Creek, Sligo Creek, Cabin John Creek; field surveys preparatory to park development.

CIVIC AND SCHOOL ASSOCIATION, PRINCE GEORGES COUNTY

Pres. Mrs. I. M. Evans.

Sec. Mrs. Louise G. Webb.

Year's Accomplishments: Promoted movement to connect Maryland State Highway System with District of Columbia Highway System by proposed extension of New Hampshire Avenue, creating new route from Washington to Baltimore; advocated adoption of Building Code in Prince Georges County.

Massachusetts

BUREAU OF GOVERNMENT, AMHERST

CITY PLANNING BOARD, BOSTON

Pres. Frederic H. Fay.

Sec. Elisabeth M. Herlihy.

Year's Accomplishments: Preparation of Main Thoroughfare Plan covering entire city of Boston.

MASSACHUSETTS CIVIC LEAGUE, BOSTON

Pres. Joseph Lee.

Acting Sec. Caroline E. Wilson.

Maintains Subcommittees on Billboards, Public Service, Housing and Town Planning, Streets and Alleys, and other phases of civic improvement.

Year's Accomplishments: Billboard Committee continued support of Massachusetts Billboard Law Defense Committee in fight for billboard control on private land before Supreme Judicial Court of State; active in work on waste disposal in streets and alleys.

Publication: "The Lens."

PETERSHAM VILLAGE IMPROVEMENT SOCIETY

Pres. R. T. Fisher.

Sec. Elizabeth Carpenter.

Year's Accomplishments: Continuation of civic improvement activities.

Michigan

BUREAU OF GOVERNMENT, UNIVERSITY OF MICHIGAN, ANN ARBOR

Dir. Thomas H. Reed.

Sec. Inn Rankin.

VILLAGE OF BIRMINGHAM

Village Mgr. J. W. Parry.

Chmn. of *Village Planning Commn.*

H. N. Davock.

Consultant. Arthur C. Comey.

Year's Accomplishments: See page 212 of this volume.

BOARD OF COUNTY ROAD COMMISSIONERS, DETROIT

Chmn. Edward H. Hines.

Sec. Harry W. Butler.

DETROIT CITIZENS' LEAGUE

Pres. Divie B. Duffield.

Sec. W. P. Lovett.

Publication: "Civic Searchlight."

CITY PLANNING COMMISSION, GRAND RAPIDS

Pres. Charles W. Garfield.

Sec. Charles W. Darling.

Year's Accomplishments: Routine work continued; all major projects temporarily in abeyance due to economic conditions and taxpayers' opposition.

Minnesota

CITY PLANNING BOARD, ST. PAUL

Pres. Mayor L. C. Hodgson.

Dir. George H. Herrold.

Year's Accomplishments: Successfully completed detail plans for widening of Third Street and River Front Development in opposition to recommendations made for purely utilitarian development and open parking-space. Acquired block of ramshackle buildings for ultimate improvement of approach to Summit Avenue.

Missouri

JOPLIN ART LEAGUE

Pres. Mrs. F. N. Bendelari.

Rec. Sec. Mrs. Hugh Dobbs.

Cor. Sec. Mrs. A. W. Knight.

Maintains special Committees on Household Arts and Gardening. Rendering valuable service in civic education by the promotion of lectures and exhibitions on the Fine Arts, Interior Decoration, Gardening and other phases of civic and community improvement.

WOMAN'S CITY CLUB, KANSAS CITY

Pres. Mrs. R. Kirk Askew.

Exec. Sec. Mrs. W. J. Doughty.

Maintains special Committees on Legislation, City Hospital, Juvenile Court, and Survey.

Year's Accomplishments: Mother's Milk Station established; survey of State Reformatory made; successfully promoted movement for raising fund for Convalescent House for Business Women.

STARK BROS., NURSERIES AND ORCHARD CO., LOUISIANA

CITY PLAN COMMISSION, ST. LOUIS

Chmn. E. J. Russell.

Sec. F. E. Lawrence, Jr.

Year's Accomplishments: Preparation and publication of Northern and Southern River-front Improvement Plans; Federal Building location determined in accordance with Civic Center Plans; street openings and widenings completed.

Nebraska

LINCOLN CHAMBER OF COMMERCE, LINCOLN

Pres. S. A. Anderson.

Sec. W. S. Whitten.

Maintains some eighteen special civic committees.

Year's Accomplishments: Extension of Park and Boulevard System; promotion of Civic Center in harmony with proposed Capitol setting and support of all movements to make the State Capital a beautiful city.

STATE PUBLICITY DEPARTMENT, LINCOLN

Dir. Joseph G. Alden.

The Department is engaged in publishing data on agricultural, industrial, and human achievement in the State, to foster State pride and increase citizenship.

New Hampshire

CITY PLANNING BOARD, MANCHESTER

New Jersey

ABSECON WOMEN'S CIVIC CLUB, ABSECON

Pres. Mrs. Fred B. Ardrey.

Sec. Mrs. Owen J. Stockton.

Maintains special committees on Civic Pride and Community Music.

Year's Accomplishments: Shade Tree Commission; Zoning Ordinance; collection of garbage; city-wide clean-up.

UNION COUNTY PARK COMMISSION, ELIZABETH

Pres. Caxton Brown.

Sec. W. R. Tracy.

Year's Accomplishments: Purchase of land continued; developed 4,000 acres County Park System, comprising 13 units, eventually to be linked up by parkways.

WOMEN'S CLUB OF GLEN RIDGE, GLEN RIDGE

WOMEN'S LEAGUE OF MT. HOLLY

Pres. Mrs. William S. Rendell.

Sec. Mrs. Thomas R. Finley.

Year's Accomplishment: Civic work in community continued.

THE WAYNE TOWNSHIP CIVIC LEAGUE, MOUNTAIN VIEW

Chmn. Herman G. Halsted.

Sec. James A. McKeever.

Cor. Sec. John A. Anderson.

SHADE TREE DIVISION, DEPARTMENT OF PARKS AND PUBLIC PROPERTY, NEWARK

Pres. Ralph Huttonlock.

Sec. Nelson T. Kessler.

Publication: "The Shade Tree," Philip E. Alden, Editor.

NEW JERSEY STATE LEAGUE OF MUNICIPALITIES, TRENTON

Pres. John J. Morrison.

Exec. Sec. Sedley H. Phinney.

Publication: "New Jersey Municipalities."

New York

BUFFALO SOCIETY OF NATURAL SCIENCES

Pres. Chauncey J. Hamlin.

Sec. Seymour H. Knox.

Year's Accomplishments: New Museum Building, erected by city of Buffalo to house collections of the Buffalo Society of Natural Sciences; inaugurated Picture Lending Library, Travel Information Bureau, Garden Information Bureau, and Spring, Winter and Fall Field Courses in Science for Adults, Course for Training Museum workers established. Participated in numerous scientific expeditions and surveys, among them Byrd Antarctic Expedition.

FINGER LAKES STATE PARKS COMMISSION
Chmn. Robert H. Treman.
Sec.-Engr. Carl Crandall.

Year's Accomplishment: Development of Finger Lakes State Park continued.

MATINECOCK NEIGHBORHOOD ASSOCIATION, LONG ISLAND

NEWBURGH PLANNING COMMISSION

Pres. E. Maltby Shipp.

Sec. Edward P. Dunphy.

NEW YORK CHAPTER, AMERICAN INSTITUTE OF ARCHITECTS, NEW YORK CITY

ARCHITECTURAL LEAGUE OF NEW YORK, NEW YORK CITY

Pres. Raymond M. Hood.

Sec. Stephen Francis Voorhees.

The 45th Annual Exhibition of the League was held in February.

LEGAL REFORM BUREAU, NEW YORK CITY

REGIONAL PLAN ASSOCIATION, INC., NEW YORK CITY

Gen. Dir. George B. Ford.

Sec. Wayne D. Heydecker.

Year's Accomplishments: See page 109 of this volume.

Publication: "Regional Planning News."

NEW YORK DEVELOPMENT ASSOCIATION, INC., WATERTOWN

Pres. George H. Campbell.

Managing Dir. George A. Lawyer.

Sec. Clarence C. Smith.

Year's Accomplishments: Promoted erection of markers at historic points of interest by Highway Division, in cooperation with State Historian; reforestation through publicity, legislation, surveys and research; supported movement for the construction of International Bridge, and Memorial Highway to the summit of Whiteface Mountain.

Publication: "The Up-Stater," Arch C. Wagar, Editor.

Ohio

CHAMBER OF COMMERCE, AKRON

Pres. Robert Guinther.

Sec. Vincent S. Stevens.

CINCINNATI BETTER HOUSING LEAGUE

Pres. Tylor Field.

Exec. Sec. Bleecker Marquette.

Year's Accomplishments: Education of tenants in housekeeping through lectures, demonstrations, and leaflets; co-operation with Regional Planning Commission in regulation of residential subdivisions.

MUNICIPAL REFERENCE BUREAU, UNIVERSITY OF CINCINNATI

CHAMBER OF COMMERCE, CLEVELAND

Pres. Allard Smith.

Sec. Munson Havens.

Maintains Subcommittees on City Plan, Legislation, Education, Cooperative Government, and Safety Council.

LUCAS COUNTY PLANNING COMMISSION, TOLEDO

Chmn. George D. Lehmann.

Sec. William P. Brandt.

Engr. Charles E. Hatch.

Year's Accomplishments: Control and supervision of all subdivisions; organization

of Toledo Citizen's Plan Association; handling of Ohio State Conference on City Planning; highway widening and erection of new signs on all superhighways; elimination of dangerous curves, new grade separation; building of new boulevard and tentative development of parks overlooking creeks and rivers now in progress.

Pennsylvania

CHAMBER OF COMMERCE, ALLENTOWN

Pres. Col. C. J. Smith.

Sec. Ellwood S. Thomas.

COMMUNITY HEALTH AND CIVIC ASSOCIATION, ARDMORE

Pres. William J. Serrill.

Sec. Alfred C. Maule.

Year's Accomplishments: Plans for extensive parks and parkways worked out including that of 16-mile Parkway Drive, along Schuylkill River connecting Fairmount Park with Valley Forge Park. Maintained watch service on insanitary housing, dangerous crossroads, unsightly dumps; promoted civic interest among high school seniors through addresses and organization of Civic Club for field work under supervision of Association.

CIVIC LEAGUE OF HANOVER

Pres. Mrs. T. J. Little.

Sec. Miss Ethel Stanne.

Year's Accomplishments: Welfare work under sponsorship of League continued.

BUREAU OF MUNICIPALITIES, HARRISBURG

HARRISBURG CHAMBER OF COMMERCE

Pres. Harper W. Spong.

Sec. Daniel N. Casey.

CIVIC CLUB OF HARRISBURG

Pres. Mrs. Walter Spofford.

Sec. Mrs. Lesley McCreath.

Maintains Municipal, Education, and Outdoor Departments.

Year's Accomplishments: Better housing conditions, with formation of a general Housing Committee; Sight-Saving Classes in public schools; planted a Memorial Highway of trees extending along River Drive for three miles.

MUNICIPAL LEAGUE OF HARRISBURG

Pres. Vance C. McCormick.

Sec. J. Horace McFarland.

Year's Accomplishments: A watch service on State and municipal work relating to the original Harrisburg Plan. Several important conferences have been held during the year.

PENNSYLVANIA STATE CHAMBER OF COMMERCE, HARRISBURG

Pres. Alba B. Johnson.

Gen. Sec. George E. Foss.

JOHNSTOWN CHAMBER OF COMMERCE

Pres. Walter W. Krebs.

Sec. Harry Hesselbein.

Year's Accomplishments: Establishment of municipal airport.

JOHNSTOWN CITY PLANNING COMMISSION

Pres. P. L. Carpenter.*Sec.* Leo J. Buettner.

Year's Accomplishments: Bridges, boulevard and other improvements at the Point well under way and to be thrown open to the general public shortly.

WOMAN'S CLUB OF MECHANICSBURG

THE ART CLUB OF PHILADELPHIA

Pres. Arthur D. Smith.*Sec.* Samuel W. Cooper.

Carries on educational work through exhibitions in Art Gallery.

CITY PARKS ASSOCIATION, PHILADELPHIA

Pres. Eli Kirk Price.*Sec.* H. Eugene Heine.

CIVIC CLUB OF PHILADELPHIA

Pres. Katherine Brinley.*Hon. Pres.* Mrs. Edward W. Biddle.*Cor. Sec.* Frances A. Wister.*Sec.* Claire B. MacAfee.

Maintains special Committees on Cleaner Philadelphia, Education, Motion Pictures, Municipal Art, Stream Pollution, Unnecessary Noises, and Welfare.

Year's Accomplishments: Promotion of the McCrossin Bill enabling local communities to sue polluters of streams without having recourse to the Attorney General, as is now the case. While 30,000 of the 100,000 miles of streams in Pennsylvania are said to be polluted, the Civic Club is looking forward to a united movement in which thousands of citizens will join to preserve the purity of the water of the State, which Pennsylvania law asserts is the right of the citizen to have "in quantity undiminished, in quality unimpaired."

The Ward Branches of the Club have been active in the solution of their local problems, which included traffic regulation in front of schools, and the establishment of a branch post office.

THE PHILADELPHIA COMMISSION

Pres. Eli Kirk Price.*Sec.* Clarence Gardner.

Year's Accomplishments: Progress in plan to remove City Hall from its present location and to improve City Hall Plaza, thereby relieving traffic congestion in center of the city, forming a suitable gateway and terminal to east end of parkway.

FAIRMOUNT PARK ART ASSOCIATION,
PHILADELPHIA*Pres.* Roland L. Taylor.*Exec. Sec.* Henry Marceau.

Year's Accomplishments: Completion of Shakespeare and Drexel Memorial, the latter a common room for men students at Drexel Institute; presentation to city of second equestrian group in front of Art Museum; project for reclamation of banks of Schuylkill River actively sponsored.

NEW CENTURY CLUB OF PHILADELPHIA

Treas. Rebecca Ellie Harrop.

PHILOMUSIAN CLUB OF PHILADELPHIA

REGIONAL PLANNING FEDERATION OF THE
PHILADELPHIA TRI-STATE DISTRICT*Pres.* Col. Samuel P. Wetherill, Jr.*Exec. Dir.* William H. Connell.

Year's Accomplishments: Regional Planning studies now being carried on by over two hundred planners, which comprise members of Technical Advisory Committee, consisting of outstanding engineers, architects, and landscape architects of the Region. Comprehensive Plan for Region worked out by new method, known as "the Philadelphia Idea," expected to be completed by the end of 1930.

CIVIC CLUB OF ALLEGHENY COUNTY,
PITTSBURGH*Pres.* Maurice R. Scharff.*Sec.* H. Marie Dermitt.

Maintains Committees on Municipal Affairs, Taxation and Finance, Smoke, Recreation, City Appearance, Public Services, Metropolitan District, Public Libraries, State and Federal Affairs.

Year's Accomplishments: Survey of City Recreation Centers, Flower Market, Outdoor Xmas Lighting, Metropolitan Charter Allegheny County, Jail Removal, Taxation and Finance Research and Analysis, Questionnaire to Legislative candidates.

VALLEY PLANNING ASSOCIATION, EAST
PITTSBURGH*Pres.* R. L. Wilson.*Exec. Sec.* W. O. Rettig, II.

Maintains special Committees on Sewers and Drainage, Reforestation, and Major Streets.

Year's Accomplishments: Reports made on Major Streets and Sewer and Drainage for Turtle Creek Valley.

CITY PLAN COMMISSION, SCRANTON

Pres. F. L. Brown.*Sec.* R. H. Martin.

Maintains special Committees on Parks and Playgrounds, Thoroughfares and Transportation, Water Supply and Sewerage, Abatement of Nuisances, Housing and Esthetics, Zoning and other phases of civic improvement.

Year's Accomplishments: Secured survey for new bridge; endeavoring to arouse public interest in comprehensive city plan with long-term budget.

STATE FEDERATION OF PENNSYLVANIA
WOMEN*Pres.* and *Dir.* Mrs. John A. Frick.*Rec. Sec.* Mrs. Charles W. Hunt.*Cor. Sec.* Mrs. F. Whitney Davis.

Maintains departments on Education, Fine Arts, Legislation, and Public Welfare, and numerous divisions on civic improvement and community advance.

Year's Accomplishments: The Federation is making arrangements to purchase 163 acres of farmland adjacent to the Allegheny National Forest, to be presented to the Federal Forest Service for recreational purposes. An active campaign in the interests of Highway Beautification is being carried on in co-operation with the State Highway Department, Lackawanna, Luzerne and

Lawrence counties having been particularly active in roadside planting. The campaign includes the arousing of public sentiment against highway advertising ("scenic or sign-ic?") and the need for more vigilance in home and highway safety.

CHAMBER OF COMMERCE, WILLIAMSPORT
Pres. H. R. Laird.
Sec. W. S. Millener.

Year's Accomplishments: Coöperating with City Council; new accounting system installed; City Plan and Zoning Ordinance begun; revaluation and equalization assessment of real estate made, to be completed within a year, Chamber of Commerce matching dollars with city to cover cost.

Rhode Island

CIVIC IMPROVEMENT AND PARK ASSOCIATION, PROVIDENCE

Pres. Luther D. Burlingame.
Sec. Richard B. Watrous.

Year's Accomplishments: Promoted city planning in Rhode Island cities and towns; organized movement to secure Fine Arts Commission for Providence; successfully opposed passage of bill for removal of existing restrictions on billboards, and now fighting changes in billboard ordinance for Providence.

PROVIDENCE CHAMBER OF COMMERCE
Pres. William W. Moss.
Sec. Richard B. Watrous.

Year's Accomplishments: The Civic Affairs Committee completed, the preparation of a State Enabling Act, making possible the creation of city planning commissions in all cities and towns of Rhode Island. The bill is promised passage by the 1930 Legislature. An important feature of this Enabling Act is that it provides for the combining of city planning commissions in neighboring towns, so as to establish Regional Planning groups. The Civic Affairs Committee is pursuing a steady program in support of Regional Planning and expects to present and urge the passage of a bill to create a Regional Planning Commission in the Legislature of 1931.

Texas

FLIPPEN-PRATHER REALTY CO., DALLAS
Pres. E. L. Flippin.
V.-Pres. Hugh E. Prather.
Sec. R. H. Morton.

KESSLER PLAN ASSOCIATION, DALLAS
Pres. George B. Dealey.
Sec. John E. Surratt.

Year's Accomplishments: Executed program to eliminate shoe-string formation of the business district by opening and widening eight cross-town streets; campaigned for finer home city, including zoning, better sanitation and drainage, parking of creeks and Great White Rock Lake; promoted county development through contest in county towns and planned intensive State-wide town and city building program through field work and

correspondence, loan of slides, and distribution of special publication, "For Success in City Building, being a city-planning program for a Texas town or city."

CITY PLANNING COMMISSION, HOUSTON
Chmn. A. E. Amerman.
Sec. P. J. Keating.
City Engr. H. L. Shaw.

Virginia

ROANOKE CHAMBER OF COMMERCE
Pres. N. W. Pugh.
Sec. B. F. Moomaw.

Wisconsin

WOMEN'S CLUB, RACINE

Pres. Mrs. James G. Chandler.
Rec. Sec. Mrs. E. C. Griffiths.

Maintains Civic Department with Subcommittees on Legislation and Better Films.

Year's Accomplishments: Building of new club-house for civic activities; lectures on community development and improvement sponsored by Club; active in promoting erection of rubble mound for lakeshore protection.

CITY CLUB OF MILWAUKEE

Pres. Francis W. Dickey.
Sec. Bernard Fahey.

Civic Sec. Leo Tiefenthaler.

Maintains Civic Committees on City Charter, City Planning, Harbor and Terminals, Public Education, Safety, Finance and Utilities, Roadside and other phases of civic improvement.

Publication: "City Club News."

Foreign Organizations

ONTARIO HORTICULTURAL ASSOCIATION, TORONTO, CANADA

Pres. F. C. Muncie.
Sec. J. Lockie Wilson.

DEPARTMENT OF PARKS, TORONTO, CANADA

TOWN PLANNING COMMISSION, VANCOUVER, B. C., CANADA

Chmn. Arthur G. Smith.
Sec. J. Alexander Walker.

Year's Accomplishments: The Commission, formed in 1926, has completed execution of Town Plan of the Greater City (amalgamation of Vancouver, Point Grey and South Vancouver) prepared by Harland Bartholomew and Associates.

SIEDLUNGSVERBAND RUHRKOHLENBEZIRK, ESSEN-RUHR, GERMANY

Dir. Dr. Robert Schmidt.

NEDERLANDSCH INSTITUUT VOOR VOLK SHUISVESTING EN STEDEBOUW, AMSTERDAM, HOLLAND

Sec. and Dir. Dr. D. Hudig.

STADSINGENJÖRSKONTORET, GÖTEBORG, SWEDEN

Dir. Dr. Albert Lilienberg.

Subscribing Libraries

Birmingham Public Library, Birmingham, Ala. Dir.: Lila May Chapman.

University of California Library, Berkeley, Calif. Libr.: Harold L. Leupp.

County of Los Angeles Free Library, Los Angeles, Calif. Libr.: Helen E. Vogleson.

Los Angeles Public Library, Los Angeles, Calif. Libr.: Everett R. Perry.

Pasadena Public Library, Pasadena, Calif. Libr.: Jeannette M. Drake.

University of Colorado Library, Boulder, Colo. Libr.: C. Henry Smith.

Connecticut State Library, Hartford, Conn. Libr.: George S. Godard.

University of Florida, Gainesville, Fla. Libr.: Core Miltimore.

Municipal Reference Library, Honolulu, T. H.

Chicago Public Library, Chicago, Ill. Libr.: Carl B. Roden.

John Crerar Library, Chicago, Ill. Libr.: J. Christian Bay.

Northwestern University Library, Evanston, Ill. Libr.: Theodore W. Koch.

Municipal Reference Library, Galesburg, Ill.

Illinois State Library, Springfield, Ill. Supt.: Harriet M. Skogh.

Hammond Public Library, Hammond, Ind. Libr.: James Alonzo Howard.

Indianapolis Public Library, Indianapolis, Ind. Libr.: Luther L. Dickerson.

Indiana State Library, Indianapolis, Ind. Dir.: Louis J. Bailey.

Iowa State Library, Des Moines, Iowa. Libr.: Johnson Brigham.

Iowa State University Library, Iowa City, Iowa. Acting Libr.: Grace Wormer.

Massachusetts Agricultural College Library, Amherst, Mass. Libr.: Basil B. Wood.

Boston Public Library, Boston, Mass. Dir.: Charles F. D. Belden.

Massachusetts State Library, Boston, Mass. Libr.: Edward H. Redstone.

Harvard College Library, Cambridge, Mass. Libr.: Alfred C. Potter.

Waltham Public Library, Waltham, Mass. Libr.: Leslie T. Little.

University of Michigan, Ann Arbor, Mich. Libr.: W. W. Bishop.

Public Library, Bay City, Mich. Libr.: Isabel A. Ballou.

Detroit Public Library, Detroit, Mich. Libr.: Adam Strohm.

Grand Rapids Public Library, Grand Rapids, Mich. Libr.: Samuel H. Ranck.

Michigan State Library, Lansing, Mich. Libr.: Mrs. Mary E. Frankhauser.

State Library, St. Paul, Minn.

Minneapolis Public Library, Minneapolis, Minn. Libr.: Gratia A. Countryman.

Kansas City Public Library, Kansas City, Mo. Libr.: Purd B. Wright.

St. Louis Public Library, St. Louis, Mo. Libr.: Arthur E. Bostwick.

University of Nebraska Library, Lincoln, Neb. Libr.: Gilbert H. Doane.

Dartmouth College Library, Hanover, N. H. Libr.: Nathaniel L. Goodrich.

Free Public Library, Newark, N. J.

Free Public Library, Trenton, N. J. Libr.: Howard L. Hughes.

Columbia University Library, New York City. Libr.: Roger Howson.

New York Public Library, New York City. Dir.: Edwin H. Anderson.

New York State Library, Albany, N. Y. Dir.: James I. Wyer.

The Buffalo Public Library, Buffalo, N. Y. Libr.: Walter L. Brown.

Rochester Public Library, Rochester, N. Y. Libr.: William F. Yust.

Akron Public Library, Akron, Ohio. Libr.: Will H. Collins.

Cincinnati University Library, Cincinnati, Ohio. Libr.: Edward A. Henry.

Cleveland Public Library, Cleveland, Ohio. Libr.: Linda A. Eastman.

Oregon State Library, Salem, Ore. Libr.: Virginia C. Bacon.

University of Oregon Library, Eugene, Ore. Libr.: M. H. Douglass.

The J. Herman Bosler Memorial Library, Carlisle, Pa.

State Library of Rhode Island, Providence, R. I. Libr.: Herbert O. Brigham.

Providence Public Library, Providence, R. I. Libr.: William E. Foster.

William H. Hall Free Library, Providence, R. I.

Texas State Library and Historical Commission, Austin, Texas. Acting Libr.: Fannie M. Wilcox.

Dallas Public Library, Dallas, Texas. Libr.: Cleora Clanton.

El Paso Public Library, El Paso, Texas. Libr.: Maud D. Sullivan.

Library, Forum of Civics, Houston, Texas.

Public Library of Salt Lake City, Salt Lake City, Utah. Libr.: Joanna H. Sprague.

Library of Congress, Washington, D. C. Libr.: Herbert Putnam.

George Washington University, Washington, D. C. Libr.: Alfred F. W. Schmidt.

Dorsch Memorial Library, Monroe, Mich. Libr.: Mary J. Crowther.

General Library, University of Georgia, Athens, Ga. Libr.: Duncan Burnet.

National Exchange Members

AMERICAN ASSOCIATION OF MUSEUMS

Pres. Fiske Kimball.

Sec. W. DeC. Ravenel.

Dir. Laurence Vail Coleman.

Publication: "Museum News," L. C. Everard, Editor.

AMERICAN FORESTRY ASSOCIATION

Pres. George D. Pratt.

Sec. Ovid Butler.

Publication: "American Forests and Forest Life," Ovid Butler, Editor.

AMERICAN GAME PROTECTIVE LEAGUE

Pres. Carlos Avery.

Sec. A. S. Houghton.

Publication: "American Game," Carlos Avery, Editor.

AMERICAN NATURE ASSOCIATION

Pres. Arthur Newton Pack.

Sec. Percival Ridsdale.

Publication: "Nature Magazine," Percival Ridsdale, Editor.

GARDEN CLUBS OF AMERICA

Pres. Mrs. William A. Lockwood.

Sec. Mrs. John H. Lynch.

Publication: "Bulletin," Mrs. T. H. B. McKnight, Editor.

IAZAK WALTON LEAGUE

Pres. George E. Vincent.

Sec. Fred N. Peet.

Publication: "Outdoor America," Marguerite Ives, Editor.

NATIONAL HOUSING ASSOCIATION

Pres. Robert W. De Forest.

Sec. and Dir. Lawrence Veiller.

Publication: "Housing," Lawrence Veiller, Editor.

NATIONAL MUNICIPAL LEAGUE

Pres. Richard S. Childs.

Sec. Russell Forbes.

Publication: "National Municipal Review," H. W. Dodds, Editor.

Federated Societies on Planning and Parks

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AMERICAN CIVIC ASSOCIATION

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Exec. Sec. Harlean James.

Year's Accomplishments: Aided in securing Cramton-Capper Park Act and Shipstead Architectural Control Act in Federal City. Maintains Committees on Federal City, National Parks, National Planning, Regional Planning, and Roadside Improvement.

Publications: "American Civic Annual," Vol. I, Harlean James, Editor. "Civic Comment," Mrs. Edward R. Padgett, Editor.

AMERICAN INSTITUTE OF PARK EXECUTIVES

Pres. Hermann W. Merkel.

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Year's Accomplishments: Maintains Committees on Playgrounds and Recreation, Conservation of Wild Life, City Planning in Relation to Parks, and Boulevards, National, State and Provincial Parks, Zoological Exhibits, and Horticulture.

Publication: "Parks and Recreation," Will O. Doolittle, Editor.

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NATIONAL CONFERENCE ON CITY PLANNING

Pres. Edward M. Bassett.

Sec. Flavel Shurtleff.

Year's Accomplishments: Outstanding event for 1929 was incorporation of Planning Foundation of America, serving as a clearing house for planning information and along promotional and organization lines, and through various publications.

Publication: "City Planning," Henry Vincent Hubbard, Editor.

NATIONAL CONFERENCE ON STATE PARKS

Acting Chmn. William A. Welch.

Exec. Sec. Herbert Evison.

Year's Accomplishments: Assisted majority of States in State Park, Forest and Game activities; carried on field work and prepared program for extended field examination of State Park methods; collected material on proposed State Park Anthology.

Publication: "State Recreation," Herbert Evison, Editor.

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